

1953
Box 2

IN THE COURT OF THE TRANSPORT TRIBUNAL

TRANSPORT ACT, 1947—PART V

IN THE MATTER OF THE APPLICATION OF THE
BRITISH TRANSPORT COMMISSION (1953 No. 134)

TO CONFIRM THE
BRITISH TRANSPORT COMMISSION
(PASSENGER) CHARGES SCHEME, 1953

DOCUMENTS AND STATEMENTS EXPLANATORY
THEREOF LODGED BY OBJECTORS WITH THE COURT
IN ACCORDANCE WITH PARAGRAPH 6 OF THE
ORDER OF THE COURT DATED 5th JANUARY, 1953



LONDON: HER MAJESTY'S STATIONERY OFFICE

1953

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BRITISH TRANSPORT COMMISSION (PASSENGER) CHARGES SCHEME, 1953

DOCUMENTS AND STATEMENTS EXPLANATORY THEREOF LODGED BY OBJECTORS WITH THE COURT IN ACCORDANCE WITH PARAGRAPH 6 OF THE ORDER OF THE COURT DATED 5th JANUARY, 1953

STATEMENT L.C.C. 1

EXPLANATORY OF EXHIBITS L.C.C. 101-105

This Statement was Lodged by the Objectors with the Court on 2nd day of March, 1953, in accordance with the Order dated 5th January, 1953, by consent of Applicants dated 25th February, 1953.

1. L.C.C. 101. The descriptions in column 1 are reproduced from B.T.C. 401 column 1. Column 2 has been reproduced from B.T.C. columns 2 and 3. Column 3 has been left blank for the majority of entries as the figures have not yet been made available and it is hoped that the Commission will be able to complete this column. Column 5 has been reproduced from B.T.C. columns 4 and 5 and column 4 has been obtained by deducting column 2 from column 5. Column 6 has been reproduced from B.T.C. 401, columns 6 and 7 and column 7 have been obtained by deducting column 5 from column 6. Column 8 has been reproduced from B.T.C. 112, columns 6 and 7 and column 9 have been obtained by deducting column 8 from column 6.

The table shows a comparison between Xa year (after the estimated effect of the Draft 1952 B.T.C. Passenger Charges Scheme) and Y year (after the estimated effect of the 1953 Scheme if approved).

2. L.C.C. 102. This table shows the early morning (or workman's) fares and the monthly season ticket rates to and from London for certain L.C.C. Housing Estates.

3. L.C.C. 103. This table shows the estimated rate per passenger mile for travel at the proposed ordinary fares for the Central Road Services and Railways of the London Transport Executive. The rate per mile has been obtained from B.T.C. 504, column 5. The passenger journeys for mileages of 1, 2, 3, 4, 5, 6, 7 and 8 for Central Road Services have been obtained from B.T.C. 503 (part 2) column 4 and varied in accordance with the "Remarks" column of B.T.C. 510, Appendix C. The rate per mile has then been "weighted" to take into account these resultant totals. As the passenger journeys in respect of fares over 8 miles are small they have not been included in the calculations. In respect of the Railways the passenger journeys for mileages of 1, 2, 3, 4, 5, 6, 7, 8 and 9, and over 9, have been obtained from B.T.C. 503 (part 2, column 2) and varied in accordance with the

"Remarks" column of B.T.C. 510, Appendix B. The rate per mile has again been taken from B.T.C. 504, column 5, and for convenience the rate per mile for all journeys over 9 miles has been taken as 1·60d.

The rate per mile has then been "weighted" as for the Central Road Services.

4. L.C.C. 104. This table is a summary of the details of the Gross and Discounted Yields as given in the Appendices of B.T.C. 510.

5. L.C.C. 105. This table shows the variations in the estimates of passenger journeys prior to the B.T.C. Passenger Charges Scheme 1952, and Y year prior to the introduction of the proposed 1953 Scheme if approved. The details for X year, i.e., columns 2, 4, 6, 8, 10, 12 and 14 have been reproduced from B.T.C. 204 Sheet 2 with two amendments. The details for Y year, i.e., columns 3, 5, 7, 9, 11, 13 and 15 have been reproduced from B.T.C. 502 Sheet 2. The two amendments for X year are necessary because the passenger journeys attributable to fares of 2 miles and under are not shown in B.T.C. 505, part 2, in respect of Central Road Services (Column 4) and Country Buses (column 6) for Y year. Therefore in order that a comparison can be made, the passenger journeys in respect of 2 miles for Central Road Services (163,761,000 for return fare of 5d. in B.T.C. 209, part 2, column 4) and Country Buses (12,112,000 for return fare of 5d. in B.T.C., part 2, column 6) have been deducted from figures for Central Road Services column 4 of item 4 Country Buses column 6 and added to item 1, column 4 and column 6 respectively.

In effect therefore, to get like comparison of X with Y in respect of Road Services, as the latter now excludes journeys of less than 3 miles, so likewise a similar exclusion has had to be made in respect of X year. The excluded journeys have of course been added as "ordinary" journeys to the ordinary category.

J. G. BARR,
Solicitor for the Objectors,
The County Hall,
Westminster Bridge,
S.E.1.

B.T.C. CONSOLIDATED REVENUE ACCOUNT—COMPARISON BETWEEN THE
YEARS 1951, 1952, "X" AND "Y"

L.C.C. 101

(1)		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)		
Working results of principal activities		£m.	£m.	£m.	£m.	£m.	£m.	£m.	£m.		
British Rlys. (including collection and delivery)											
Gross receipts:											
Passengers											
1. London Lines	...	18.9	20.4	+ 1.7	20.6	21.7	+ 1.1				
2. Other services	...	88.1	91.9	+ 4.1	92.2	92.7	+ .5	115.1			
3.											
4. Freight, etc.	...	107.0 276.3	112.3 —	+ 5.8 +33.7	112.8 310.0	114.4 310.0	+ 1.6 —	115.1 278.1	— .7 +31.9		
5.											
6. Working expenses (including depreciation)	...	383.3	—	+39.5	422.8	424.4	+ 1.6	393.2	+31.2		
		351.6	—	+36.4	388.0	388.0	—	363.2	+24.8		
7. Net receipts		31.7	—	+ 3.1	34.8	36.4	+ 1.6	+30.0	+ 6.4		
London Transport services—											
Gross receipts:											
8. Passengers	...	59.5 .4	66.8 —	+ 8.2	67.7 .4	72.7 .4	+ 5.0	70.1 0.3	+ 2.6 + .1		
9. Miscellaneous	...	—	—								
10.											
11. Working expenses (including depreciation)	...	59.9	—	+ 8.2	68.1	73.1	+ 5.0	70.4	+ 2.7		
		61.5	—	+ 6.7	68.2	68.2	—	63.6	+ 4.6		
12. Net receipts		— 1.6	—	+ 1.5	— 1	4.9	+ 5.0	+ 6.8	— 1.9		
13. Other principal activities—net receipts	...	13.7	—	— 2.7	11.0	11.0	—	11.6	— .6		
14. Total net receipts	...	43.8	—	+ 1.9	45.7	52.3	+ 6.6	48.4	+ 3.9		
15. Income from other activities	...	4.3	—	— .3	4.0	4.0	—				
16. Interest and miscellaneous receipts	...	1.0	—	—	1.0	1.0	—	4.7	+ .3		
17. Working surplus	...	49.1	—	+ 1.6	50.7	57.3	+ 6.6	53.1	+ 4.2		
Central charges:											
18. Central administration	...	1.0	—	+ .1	1.1	1.1	—	0.9	+ .2		
19. Common services	...	.4	—		.4	.4	—	0.3	+ .1		
20. Interest charges	...	44.8	—	+ 5.0	49.8	49.8	—	47.0	+ 2.8		
21.											
22. Capital redemption	...	46.2 2.7	—	+ 5.1 + .3	51.3 3.0	51.3 3.0	—	48.2 2.8	+ 3.1 + .2		
23. Special items	...	.1	—	+ .9	1.0	1.0	—	1.0	—		
24.											
25. Surplus or deficit for year	...	49.0 + 0.1	—	+ 6.3 — 4.7	55.3 — 4.6	55.3 + 2.0	+ 6.6	52.0 + 1.1	+ 3.3 + .9		

TABLE SHOWING FARES TO AND FROM CERTAIN L.C.C. HOUSING ESTATES

Estate (1)	Between (2)		Mileage (4)	Fare prior to 1.10.30 (5)	Fare 1.10.30 to 1.3.32 (6)	Fare 2.3.52 to 30.8.32 (7)	Fare as from 31.8.32 (8)	Existing fare on scale (9)	Proposed fare (10)	Proposed fare on scale (11)
	Debden	Grange Hill	Liverpool Street	14	£ 1 2	£ 1 6	£ 1 10	£ 1 11	£ 2 0	£ 2 0
RAIL—EARLY MORNING TRAVEL			Liverpool Street	13	1 1	1 5	1 8	1 8	1 10	2 0
Hainault	...	White City	Oxford Circus	5	1 1	1 7	1 11	9	1 11	1 0
White City	...	Morden	Charing Cross	10	1 0	1 0	1 5	1 3	1 5	1 8
St. Heller	...	Becontree	Charing Cross	12	1 5	1 5	1 8	1 8	1 10	1 0
Becontree	...	Burnt Oak	Charing Cross	10	1 0	1 5	1 8	1 8	1 10	1 8
Watling	16	1 64	1 10	2 2	2 2	2 4	2 4
St. Paul's Cray	...	St. Mary Cray	Holborn	...						
ROAD—EARLY MORNING TRAVEL			Moongate	4	5	6	9	9	10	11
Woodberry Down	...	Manor House	Holborn	5	5	7	11	11	1 1	1 2
Woodberry Down	...	Manor House	Westminster	6	7	8	1 0	1 0	1 1	1 5
Woodberry Down	Southwark Bridge	8	7	10	1 2	1 2	1 2	1 5
Bellingham	...	Tycroft Road	Westminster	8	7	10	1 2	1 2	1 2	1 5
Norbury	...	Grove Park	Victoria	12	8	10	1 2	1 2	1 2	2 2
Downham	...									
RAIL—MONTHLY SEASONS			Liverpool Street	14	2 3 0	2 6 0	2 15 3	2 15 3	2 17 3	2 17 3
Debden	...	Grange Hill	Liverpool Street	13	1 17 6	2 2 3	2 12 3	2 12 3	2 14 3	2 14 3
Hainault	...	White City	Oxford Circus	5	1 17 0	1 0 3	1 8 3	1 8 3	1 10 3	1 10 3
White City	...	Morden	Charing Cross	10	1 8 9	1 11 0	2 3 3	1 17 3	2 3 3	2 5 3
St. Heller	...	Becontree	Charing Cross	12	2 3 9	2 1 0	2 9 3	2 9 3	2 11 3	2 11 3
Becontree	...	Burnt Oak	Charing Cross	10	1 10 0	1 13 6	2 0 3	2 0 3	2 2 3	2 5 3
Watling	Holborn	16	2 17 9	2 10 6	3 0 9	3 0 9	3 2 9	3 2 9
St. Paul's Cray	...	St. Mary Cray	...							

If Col. 8 is less than Col. 9, it is due to sub-standard element.

Col. 10 is "likely" fare made up by adding to the existing fare only the amounts which the Commission state it proposes to add.

Col. 11 is the scale fare for which the Commission are seeking authorisation.

L.C.C. 104

SUMMARY OF GROSS AND DISCOUNTED YIELDS FROM PROPOSED INCREASES IN FARES

L.C.C. 103

ORDINARY FARES

ESTIMATED	WEIGHTED AVERAGE CHARGE PER PASSENGER MILE AT PROPOSED CHARGES	L.T.E.
	Railways	Central Road Services (2)
(1)	d.	d.
	1.74	1.87
Weighted averages: including 2d. fare excluding 2d. fare	1.70	1.73

R.E. London Lines—Details not available.

LONDON AREA	
Reference	Gross yield (2)

LONDON AREA	
B.T.C. 510—A...	£ 483,000
B...	953,437
C...	2,863,216
D...	383,152
E...	131,389
F...	390,000
G...	266,368
H...	826,438
	79,054
	73,101
	453,000
	405,000

LONDON AREA	
Reference	Gross yield (2)
	£ 483,000
Discounted yield (3)	£ 455,000
Discount (4)	£ —

COMPARISON BETWEEN PASSENGER JOURNEYS FOR "X" YEAR (PRIOR TO INCREASES) AND "Y" YEAR (PRIOR TO FURTHER INCREASES)

LONDON AREA

(Figures in 000's)

LONDON TRANSPORT EXECUTIVE

Category of Charge	R.E. LONDON LINES										TOTAL			
	Railways	Central Road Services	Country Buses	Coaches	Total							"X"	"Y"	
(1)	"X"	"Y"	"X"	"Y"	"X"	"Y"	"X"	"Y"	"X"	"Y"	(14)	"X"	"Y"	(15)
Ordinary (a)	435,274	421,779	3,362,964	3,093,329	258,236	272,206	22,322	30,587	4,078,796	3,817,901	51,808	71,575	4,130,604	3,889,476
Monthly Return	...	...	...	...	—	—	—	—	—	—	35,865	—	37,693	—
Day Return, etc.	...	...	...	...	2,506	—	70	679	2,782	3,911	5,288	80,328	102,795	84,239
Total	440,264	424,285	3,362,964	3,093,329	258,306	272,206	23,001	33,369	4,084,535	3,823,189	168,001	174,370	4,252,536	3,997,559
Early Morning (b)	91,156	73,122	160,571	249,233	12,596	23,824	—	—	26,723	346,179	110,843	98,939	375,156	445,118
Season Tickets	94,852	89,492	—	—	933	1,104	4,557	4,919	—	96,664	91,927	173,721	169,515	261,442
Other Descriptions	4,728	6,371	24,337	22,326	—	—	—	—	33,622	7,133	—	7,146	40,755	40,762
	631,000	593,270	3,547,872	3,364,888	276,392	302,053	23,880	34,700	4,479,444	4,294,911	59,194	449,970	4,938,338	4,744,881

(a) Excluding backward journeys made at ordinary fares by purchasers of early morning single tickets on road services.
 (b) Including backward journeys made at ordinary fares by purchasers of early morning single tickets on road services.

MEMORANDUM EXPLANATORY OF EXHIBITS C.C./H. 101 ET SEQ.

Lodged with the Court on 23rd February, 1953, on behalf of the Middlesex County Council and such other County Councils as may be associated with it as Objectors.

SIR CLIFFORD RADCLIFFE,
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Westminster, S.W.1.

MEMORANDUM EXPLANATORY OF EXHIBITS

Tables C.C./H. 101-2

These two tables deal with the financial effect in terms of increase in revenue of the British Transport Commission (Passenger Charges) Scheme 1952 and of the modifications resulting from Government intervention.

C.C./H. 101—is a copy of a statement prepared by the British Transport Commission and supplied to the Middlesex County Council. It is reproduced as an exhibit by permission of the British Transport Commission.

The table is constructed on the basis of exhibit B.T.C. 218 A Section B (London Area) submitted by the Commission to the Court in support of the draft scheme in 1951. Its purpose is to show the estimated financial effect of the Scheme and of the Government's intervention subdivided according to fare categories and also according to various branches of London Area traffic services.

C.C./H. 102—presents in summary form the financial effect of the 1952 Charges Scheme as later modified by Government intervention in relation to the proposals made by the British Transport Commission in 1951. The table shows inter alia (i) the decision of the Tribunal effected a reduction on the Commission's proposals of £2½ million (ii) the financial effect of changes in the fares levied as a result of Government intervention was to reduce temporarily the income of the Commission from the London Area by approximately £1½ million.

Tables C.C./H. 103-5

This group of tables presents the statistics of passenger journeys originating on London Transport Executive services in each four weekly period in the years 1951 and 1952. The figures afford a guide to the trend in traffic and provide information which though not available from the Commission's exhibits is derived from its publications.

C.C./H. 103—deals with road services under each of the main fare categories.

C.C./H. 104—deals similarly with rail services.

C.C./H. 105—is a summary for all the L.T.E. services in which the figures for 1952 are expressed as increases or decreases both quantitatively and in terms of percentage on the figures for the corresponding periods in 1951.

Tables C.C./H. 106-8

This group of tables, compiled on similar lines to the above, presents the statistics of passenger receipts in each four weekly period (before clearance with the Railway Executive).

C.C./H. 106—gives particulars of the Passenger receipts on road and rail services sub-analysed under fare categories for each four weekly period in the years 1949 to 1952 inclusive. The table affords information as to the trend of passenger receipts during these four years and indicates amongst other things that the estimates of revenue which the Commission placed before the Court in 1951 were too low.

C.C./H. 107—expresses the increase in passenger receipts in 1952 as percentages of the figures of the previous year.

C.C./H. 108—measures the increase or decrease in passenger receipts for 1952 compared with 1951, sub-divided according to services and fare categories.

Tables C.C./H. 109-10

These two tables relate to the amounts charged in the Commission's accounts for (a) the maintenance, depreciation and renewal of capital assets of L.T.E. services and (b) the amounts charged off for maintenance to the Abnormal Maintenance Account.

C.C./H. 109—shows that despite the arrears of maintenance accrued to the end of 1947, the L.T.E. accounts have been charged with all expenditure on maintenance, depreciation and renewals, except to the extent of approximately £2·4 millions in the

four years ending December 1951 and that in the year 1951 the charge to the Revenue Account of L.T.E. services exceeded the actual expenditure incurred in that year by £215,000.

C.C./H. 110—records in summary form the transactions of the Abnormal Maintenance Account for the four years ending in 1951. The figures contained therein show amongst other things that of the £42·8 millions taken over by the Commission from the Control Agreement Trust Funds held on behalf of the London Passenger Transport Board, only £2·4 millions have been applied in the four years to 31st December, 1951, in meeting expenditure on the L.T.E. services; and further, that nearly £60 millions have been applied in meeting expenditure on the other activities of the Commission.

Tables C.C./H. 111-13

These exhibits contain the calculations of the appropriate amounts properly chargeable against the revenues of the L.T.E. services in respect of interest on capital and such expenses as comprise the central charges of the Commission and of appropriations made in meeting the cost of special items and of Stock Redemption.

C.C./H. 111—gives for each of the four years 1948-1951 inclusive, the amounts charged in the Commission's accounts for interest and of the other aforementioned items of expense. At the foot of the table a full reconciliation with the published accounts is provided.

C.C./H. 112—shows for (i) the Commission as a whole and (ii) for the L.T.E. the mean amount of capital invested in fixed assets for each of the four years 1948-1951 inclusive and as such provides the basis for an accurate measurement of the amount chargeable against L.T.E. services in respect of interest.

C.C./H. 113—collates the calculations of the two preceding tables and measures the amount of interest so chargeable. The lower part of this table makes a similar assessment of the amounts chargeable in respect of central administration, common services (legal and films) and special items. In the divisions of these latter expenses the capital expenditure ratios have been again employed. While other bases of allocation for these relatively minor items could be substantiated they would produce no material difference in the amount apportioned to L.T.E.

Tables C.C./H. 114-16

The purpose of this group of tables is to measure the accumulated profit on London area services in the five years to the end of 1952.

C.C./H. 114—presents for each of the five years the figures of net profit or deficit after allowing for the appropriate charges for interest and for a share in the common administrative expenses of the Commission. The figures for the year 1952 are estimates as no accounts for that year are yet available. The table shows that for London services as a whole the total net surplus for the four years to 31st December, 1951, can be put at £4 million and that the estimated net surplus for the five years to 31st December, 1952, is approximately £2·1 million.

C.C./H. 115—deals with the calculations of the financial results of the London Lines services for the five years. In this table the methods of computations (though not necessarily the figures) hitherto adopted by the Commission in relation to working costs (see Exhibit B.T.C. 108 at the 1951 Inquiry) and in relation to the amounts chargeable for interest and central administration charges have been followed.

C.C./H. 116—gives the computation of the financial results of the London Lines services for the five years after allowing for certain adjustments and corrections which it is claimed, should be made therein.

Tables C.C./H. 117-18

These tables show that if the proposals of the Commission for fares increases are approved, the London passenger will be called upon to pay at least £2.8 million per annum in excess of the cost of provision of the London services, including interest on capital and including an appropriate share of the central administration expenses of the Commission. Particular attention is drawn to the note under reference 9 in the Table C.C./H. 118. This note explains that no allowance has been made for further adjustment on account of specific items on which further information will be sought from the Commission or for the margin in charging power at present enjoyed by the Commission under the 1952 Scheme in relation to ordinary fares on British Railways and sub-standard fares generally.

C.C./H. 117—presents the detailed estimate for London Lines in "Y" year, for which no estimate has on this occasion been provided by the Commission.

C.C./H. 118—provides the estimates for the L.T.E. and for the London area as a whole. The figures for the L.T.E. follow those contained in exhibit

B.T.C. 403 appropriately adjusted in respect of the charge for interest and for central administrative charges.

Table C.C./H. 119—shows for each service and class of travel the percentage increases in fares operative from October, 1950, March, 1952, and as proposed in the present Draft Scheme. Col. 6 shews the total percentage increase since September, 1950.

In cols. 7 and 8, comparable figures are given allowing for the effect of the reductions in fares, following Government intervention. There is a small element of approximation in these last two columns.

Table C.C./H. 120—(which will be completed when certain information has been received from the Commission, either before or during the Hearing) will then shew the amount required in "Y" year from increased fares (if any) according to the submissions made on behalf of the objecting County Councils.

23rd February, 1953.

DOCUMENTS AND STATEMENTS

TABLE CC/H. 101

BRITISH TRANSPORT COMMISSION (PASSENGER) CHARGES SCHEME 1952

ESTIMATED ANNUAL REVENUE FOR "X" YEAR AT EXISTING CHARGES AND ESTIMATED ANNUAL INCREASES IN REVENUE FROM PROPOSED ALTERATIONS IN CHARGES AS APPROVED BY THE TRANSPORT TRIBUNAL IN THEIR JUDGMENT DATED 27TH FEBRUARY 1952

(a) after modifications to sub-standard charges announced by the Minister of Transport on 16th June, 1952

Item No.	Category of Charges	R.E. LONDON LINES		L.T.E. RAILWAYS		CENTRAL ROAD SERVICES		COUNTRY BUSES		COACHES		TOTAL	
		"X"	Year at existing charges	"X"	Year at existing charges	"X"	"X"						
1	Ordinary, monthly return, day return, etc. (R.E. & L.T.E. Rail) and ordinary and cheap day fares (L.T.E. Road Services). Excluding receipts from backward journeys of early morning fares by purchasers of early morning single tickets on road services, covered by Item 2.	£ 7,905,000	797,500 (a)	£ 10,244,057 789,500	2,424,220 (a) 1,714,000	£ 32,851,299 (a)	4,040,185 3,867,000	£ 3,423,757 (a)	444,741 (a)	£ 1,557,458 (a)	245,415 (a)	£ 55,981,571 (a)	£ 7,952,061 7,060,636
2	Early morning fares including backward journeys of passengers travelling forward on early morning singles on road services.	3,256,000	761,000 (a)	1,994,141 718,000	609,589 (a) 476,000	4,189,532 (a)	968,322 952,000	325,539 (a)	74,539 (a)	—	—	9,765,212 (a)	2,413,450 2,220,539
3	Season ticket rates (including weekly tickets) ...	6,806,000	1,270,000 (a)	2,628,864 (a)	633,000 (a)	—	—	23,767 (a)	4,127 (a)	55,609 (a)	9,514,240 (a)	1,916,248 1,752,248	
4	Miscellaneous charges not included in Items 1 to 3	363,000	106,500 (a)	196,608 106,500	53,400 (a) 53,000	279,077 (a)	35,000 35,000	80,292 (a)	8,700 (a)	—	—	918,977 (a)	203,600 203,200
5	Clearance between R.E. & L.T.E.— Within London Area ... Into and out of London Area ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	... ... ... ... ...	— — — — —	
6	Total	17,600,000 2,874,000	2,935,000 (a)	15,713,670 2,722,000	3,720,209 (a)	37,319,908 (a)	5,043,507 (a)	3,853,355 4,854,000	532,107 (a)	1,613,067 (a)	254,536 76,100,000	12,485,359 11,236,643

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TABLE CC/H. 102
 BRITISH TRANSPORT COMMISSION (PASSENGER) CHARGES SCHEME, 1952
 LONDON AREA

SUMMARY OF B.T.C. PROPOSALS, TRANSPORT TRIBUNAL'S DECISION AND OF EFFECT OF GOVERNMENT INTERVENTION

Ref.	Particulars	L.T.E.	B.R. (London Lines)	Total London Area
1	Commission's proposals—exclusive of increases in Forces Travel (B.T.C. 218A) ...	£ 11,537,307	3,323,000	£ 14,860,307
2	Increases in Forces Travel ...	48,000	77,500	125,500
3		11,585,307	3,400,500	14,985,807
4	B.T.C. assessment of Tribunal's decision—(including Forces Travel) ...	9,550,359	2,935,000	12,485,359
5	Reduction ...	2,034,948	465,500	2,500,448
6	Government intervention—net reductions from line 4 ...	1,187,716	61,000	1,248,716
7	Revised yield from charges increases as determined by Tribunal and modified by Government ...	8,362,643	2,874,000	11,236,643
	<i>Recapitulation</i>			
8	Reductions as determined by Tribunal ...	2,034,948	465,500	2,500,448
9	Further reductions on Government intervention (temporary) ...	1,187,716	61,000	1,248,716
10	Total reduction on B.T.C. proposals ...	3,222,664	526,500	3,749,164

 TABLE CC/H. 103
 LONDON TRANSPORT EXECUTIVE: ROAD SERVICES
 PASSENGER JOURNEYS ORIGINATING, 1951 AND 1952

Period No.	Period ending (1)	Buses and Coaches			Trolleybuses and Trams			Total (9)
		Ordinary (3)	Workmen's (4)	Other (5)	Ordinary (6)	Workmen's (7)	Other (8)	
		000	000	000	000	000	000	000
1951								
1	28th January ...	193,808	8,701	156	69,212	4,976	4	276,857
2	25th February ...	197,576	9,033	145	68,395	4,885	4	280,038
3	25th March ...	204,037	8,792	178	69,381	4,621	5	287,014
4	22nd April ...	208,528	9,181	131	71,220	4,729	—	293,789
5	20th May ...	218,622	9,094	194	72,128	4,640	1	304,079
6	17th June ...	223,838	9,744	310	72,033	4,870	5	309,800
7	15th July ...	223,600	9,418	418	70,980	4,679	8	309,103
8	12th August ...	220,511	8,348	360	68,099	4,079	3	301,400
9	9th September ...	221,582	8,325	362	69,570	3,932	1	303,772
10	7th October ...	222,295	9,308	291	69,719	4,485	1	306,099
11	4th November ...	218,686	9,767	220	66,432	4,375	—	299,480
12	2nd December ...	217,952	10,306	155	66,410	4,536	2	299,361
13	30th December ...	210,474	9,103	142	64,360	3,918	3	288,000
	Total, 52 weeks ...	2,780,509	119,120	3,062	897,939	58,725	37	3,859,392
1952								
1	27th January ...	212,102	10,328	176	62,116	4,321	2	289,045
2	24th February ...	210,351	10,517	162	61,167	4,267	1	286,465
3	23rd March ...	208,546	10,474	159	58,895	4,255	1	282,330
4	20th April ...	204,763	10,013	120	58,119	3,812	2	276,829
5	18th May ...	217,022	10,596	176	59,781	4,048	—	291,623
6	15th June ...	217,097	9,874	358	58,993	3,800	1	290,123
7	13th July ...	217,137	10,210	463	57,553	3,772	2	289,137
8	10th August ...	216,629	9,387	474	53,640	3,137	3	283,270
9	7th September ...	217,927	9,919	452	54,805	3,306	—	286,409
10	5th October ...	218,148	9,759	328	55,300	3,414	—	286,949
11	2nd November ...	219,801	10,042	182	55,972	3,512	1	289,510
12	30th November ...	213,245	10,307	136	54,842	3,583	—	282,113
13	28th December ...	196,181	9,087	138	49,897	3,153	1	258,457
	Total, 52 weeks ...	2,768,949	130,513	3,324	741,080	48,380	14	3,692,260

NOTES:—

The operation of trams ceased entirely on 5th July, 1952 (i.e. during Period No. 7, 1952).

Increase in passenger fares came into operation in the London area on 2nd March, 1952 (i.e. during Period No. 3, 1952).

LONDON TRANSPORT EXECUTIVE: RAILWAY SERVICES
 PASSENGER JOURNEYS ORIGINATING, 1951 AND 1952

TABLE CC/H. 104

Period No.	Period ending	Ordinary (full)	Monthly return,* Excursions, etc.	Other	Workmen's	Seasons	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1951		'000	'000	'000	'000	'000	'000
1	28th January ...	32,661	309	372	6,627	7,326	47,295
2	25th February ...	32,561	295	375	6,836	7,647	47,714
3	25th March ...	32,995	319	432	6,613	7,535	47,894
4	22nd April ...	33,730	346	426	6,625	7,150	48,277
5	20th May ...	35,410	364	504	6,378	7,145	49,801
6	17th June ...	34,206	355	581	6,557	6,997	48,696
7	15th July ...	33,874	369	657	6,268	6,576	47,744
8	12th August ...	34,275	406	607	5,419	5,418	46,125
9	9th September ...	34,841	381	555	5,970	5,518	47,265
10	7th October ...	34,738	360	534	6,224	6,724	48,580
11	4th November ...	33,289	338	470	6,387	7,279	47,763
12	2nd December ...	33,523	326	449	6,447	7,380	48,125
13	30th December ...	34,017	357	463	5,637	6,277	46,751
	Total, 52 weeks ...	440,120	4,525	6,425	81,988	88,972	622,030
1952							
1	27th January ...	33,462	321	422	6,318	7,143	47,666
2	24th February ...	32,857	305	419	6,451	7,486	47,518
3	23rd March ...	31,551	255	440	6,096	8,136	46,478
4	20th April ...	30,775	255	484	5,401	6,722	43,637
5	18th May ...	31,067	239	531	5,805	7,381	45,023
6	15th June ...	30,495	246	558	5,323	6,523	43,145
7	13th July ...	29,947	240	576	5,358	6,478	42,599
8	10th August ...	30,739	256	541	4,658	5,362	41,556
9	7th September ...	30,562	242	519	5,195	5,120	41,638
10	5th October ...	31,409	200	521	5,508	6,527	44,165
11	2nd November ...	32,348	187	481	5,678	7,159	46,053
12	30th November ...	32,725	186	459	5,730	7,270	46,370
13	28th December ...	33,991	193	430	5,109	6,165	45,888
	Total, 52 weeks ...	412,128	3,125	6,381	72,630	87,472	581,736

NOTES:

Increase in passenger fares came into operation in the London area on 2nd March, 1952 (i.e. during Period No. 3, 1952).

* The issue of monthly return tickets ceased on and from 1st May, 1952.

TABLE CC/H. 105

LONDON TRANSPORT EXECUTIVE

PASSENGER JOURNEYS ORIGINATING (SUMMARY) 1952 COMPARED WITH 1951

Period of four weeks	Road Services			Railway			All Services			
	Number of journeys 1952	In corresponding period 1951	Increase or decrease 1952 over 1951	Number of journeys 1952	In corresponding period 1951	Increase or decrease 1952 over 1951	Percentage increase or decrease (9)	Increase or decrease 1952 over 1951	Percentage increase or decrease (10)	Percentage increase or decrease (11)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1 ...	289,045	276,857	12,188	4,4	47,666	47,295	371	0.8	12,559	3.9
2 ...	284,465	280,038	6,427	2.3	47,518	47,714	—	0.4	6,231	1.9
3 ...	282,330	287,014	— 4,684	— 1.6	46,478	47,894	— 1,416	— 3.0	— 6,100	— 1.8
4 ...	276,829	293,789	— 16,060	— 5.8	43,637	48,227	— 4,640	— 9.6	— 21,600	— 6.3
5 ...	291,623	304,679	— 13,056	— 4.3	45,023	49,801	— 4,778	— 9.6	— 17,834	— 5.0
6 ...	290,123	309,800	— 19,677	— 6.3	43,145	48,696	— 5,551	— 11.4	— 25,228	— 7.1
7 ...	289,137	309,103	— 19,966	— 6.5	42,599	47,744	— 5,145	— 10.8	— 25,111	— 7.0
8 ...	283,270	301,400	— 18,130	— 6.0	41,556	46,125	— 4,569	— 9.9	— 22,699	— 6.5
9 ...	285,409	303,772	— 17,363	— 5.7	41,638	47,265	— 5,627	— 11.9	— 22,990	— 6.5
10 ...	286,949	306,099	— 19,150	— 6.3	44,165	48,850	— 4,615	— 9.1	— 23,565	— 6.6
11 ...	289,510	299,480	— 9,970	— 3.3	46,053	47,763	— 1,710	— 3.6	— 11,680	— 3.4
12 ...	282,113	299,361	— 17,248	— 5.8	46,370	48,125	— 1,755	— 3.6	— 19,003	— 5.5
13 ...	258,457	288,000	— 29,543	— 10.3	45,888	46,751	— 863	— 1.8	— 30,406	— 9.1
Total for 52 weeks	3,692,260	3,859,392	— 167,132	— 4.3	581,736	622,030	— 40,294	— 6.5	— 207,426	— 4.6

TABLE CC/H. 106

LONDON TRANSPORT EXECUTIVE

STATISTICS OF PASSENGER RECEIPTS (BEFORE CLEARANCE WITH RAILWAY EXECUTIVE)

Period No.	Period ending	ROAD SERVICES						RAILWAY						Total All Ser- vices (15)	
		Buses and Coaches			Trolley Buses and Trams			Total (8)	Ordin- ary (Full) (9)	Month- ly Return Excus- ions, etc. (10)	Other (11)	Work- men (12)	Season (13)	Total (14)	
		Ordin- ary (3)	Work- men (4)	Other (5)	Ordin- ary (6)	Work- men (7)									
		£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
1949															
1	30th January ...	2,245	3	6	705	105	3,064	719	35	26	120	197	1,097	4,161	
2	27th February ...	2,258	2	4	708	106	3,078	677	35	27	120	205	1,064	4,142	
3	27th March ...	2,289	3	4	712	107	3,115	695	34	26	122	212	1,089	4,204	
4	24th April ...	2,485	3	5	773	98	3,364	729	53	28	110	177	1,097	4,461	
5	22nd May ...	2,496	3	8	770	108	3,385	720	40	27	123	194	1,104	4,489	
6	19th June ...	2,475	3	10	763	104	3,403	710	51	25	114	176	1,076	4,479	
7	17th July ...	2,477	3	11	759	108	3,336	673	54	20	111	175	1,039	4,375	
8	14th August ...	2,489	2	9	737	93	3,350	704	67	21	104	152	1,048	4,378	
9	11th September ...	2,474	2	9	736	104	3,351	680	57	17	115	157	1,044	4,378	
10	9th October ...	2,495	3	9	757	108	3,370	709	44	19	120	180	1,072	4,442	
11	6th November ...	2,351	3	5	729	107	3,195	708	37	17	123	197	1,082	4,277	
12	4th December ...	2,284	2	5	715	107	3,113	707	33	15	124	201	1,080	4,193	
13	1st January ...	2,262	3	5	710	99	3,079	736	45	18	110	168	1,077	4,156	
		31,128	35	88	9,554	1,352	42,157	9,167	585	286	1,522	2,389	13,949	56,106	
1950															
2	29th January ...	2,232	3	6	696	108	3,041	716	34	16	123	196	1,085	4,126	
2	26th February ...	2,239	3	5	693	108	3,048	680	31	17	124	201	1,053	4,101	
3	26th March ...	2,311	3	5	716	107	3,172	696	34	16	126	206	1,078	4,250	
4	23rd April ...	2,346	3	5	719	98	3,171	709	46	17	116	170	1,058	4,229	
5	21st May ...	2,419	3	9	731	109	3,241	706	36	20	126	196	1,044	4,355	
6	18th June ...	2,483	3	12	723	100	3,326	688	46	20	116	174	1,045	4,371	
7	16th July ...	2,429	3	16	710	104	3,262	673	46	17	119	174	1,029	4,291	
8	13th August ...	2,450	2	16	707	94	3,269	701	62	21	106	148	1,038	4,307	
9	10th September ...	2,389	3	17	702	97	3,208	689	51	15	116	151	1,022	4,230	
10	8th October ...	2,261	18	13	721	85	3,098	736	37	17	130	186	1,106	4,204	
11	5th November ...	2,364	69	7	782	45	3,267	780	27	15	157	212	1,191	4,458	
12	3rd December ...	2,257	71	5	754	44	3,131	757	24	13	155	216	1,165	4,296	
13	31st December	2,159	69	6	720	40	2,994	790	33	15	136	182	1,156	4,150	
		30,369	253	122	9,379	1,135	41,258	9,321	508	219	1,650	2,412	14,110	55,368	
1951															
1	28th January ...	2,194	73	7	699	41	3,014	747	23	15	146	208	1,139	4,153	
2	25th February ...	2,241	75	5	688	41	3,030	739	22	18	151	214	1,144	4,194	
3	25th March ...	2,334	74	8	701	39	3,156	758	27	17	145	211	1,159	4,315	
4	22nd April ...	2,422	76	8	723	39	3,268	781	27	16	147	201	1,272	4,440	
5	20th May ...	2,573	76	12	734	39	3,434	820	30	19	142	202	1,213	4,647	
6	17th June ...	2,622	81	22	729	41	3,495	788	30	19	146	199	1,182	4,677	
7	15th July ...	2,648	78	31	720	39	3,516	794	35	21	140	186	1,176	4,692	
8	12th August ...	2,653	70	33	692	34	3,482	826	46	24	122	160	1,178	4,660	
9	9th September ...	2,636	70	31	707	33	3,477	829	42	21	133	164	1,189	4,666	
10	7th October ...	2,629	77	25	717	37	3,485	816	31	20	140	193	1,200	4,685	
11	4th November ...	2,552	82	12	681	36	3,363	773	27	22	143	209	1,174	4,537	
12	2nd December ...	2,311	85	7	676	38	3,317	771	24	20	145	214	1,174	4,491	
13	30th December	2,448	76	7	655	33	3,219	800	33	23	126	182	1,164	4,383	
		32,463	993	208	9,122	490	43,276	10,242	398	255	1,826	2,543	15,264	58,540	
1952															
1	27th January ...	2,424	86	8	630	36	3,184	773	24	16	141	207	1,161	4,345	
2	24th February ...	2,403	87	7	620	36	3,153	752	23	17	145	211	1,148	4,301	
3	23rd March ...	2,750	121	8	704	48	3,631	859	21	22	172	245	1,319	4,950	
4	20th April ...	2,859	125	7	725	48	3,764	896	28	25	165	215	1,329	5,093	
5	18th May ...	3,020	133	10	744	51	3,958	896	20	26	178	247	1,367	5,325	
6	15th June ...	3,076	124	32	737	47	4,016	906	19	30	164	220	1,339	5,355	
7	13th July ...	3,066	128	43	720	47	4,004	888	18	29	165	225	1,325	5,329	
8	10th August ...	3,127	117	41	674	46	3,999	940	20	32	145	193	1,330	5,329	
9	7th September ...	3,101	125	37	684	41	3,988	915	18	29	159	188	1,309	5,297	
10	4th October ...	2,977	122	25	670	42	3,836	869	15	28	164	222	1,298	5,134	
11	2nd November ...	2,972	125	12	677	45	3,831	886	14	29	168	242	1,339	5,170	
12	30th November	2,843	129	6	660	45	3,685	888	14	27	170	246	1,345	5,030	
13	28th December	2,614	113	7	601	39	3,374	937	15	23	152	212	1,339	4,713	
		37,234	1,535	243	8,840	565	48,423	11,405	249	333	2,088	2,873	16,948	65,371	

TABLE CC/H. 107

LONDON TRANSPORT EXECUTIVE: RAIL AND ROAD SERVICES

INCREASE IN PASSENGER RECEIPTS (EXCLUDING CLEARANCE WITH R.E.)—1952 COMPARED WITH 1951

Period of 4 weeks	Actual Receipts			1952 Increase on 1951	
	1952		For corresponding period in 1951	Amount	Percentage
	£'000	£'000	£'000	%	
1 ...	4,345	4,153	192	4·6	
2 ...	4,301	4,194	107	2·6	
3 ...	4,950	4,315	635	14·7	
4 ...	5,093	4,440	653	14·7	
5 ...	5,325	4,647	678	14·6	
6 ...	5,355	4,677	678	14·5	
7 ...	5,329	4,692	637	13·6	
8 ...	5,329	4,660	669	14·4	
9 ...	5,297	4,666	631	13·5	
10 ...	5,134	4,685	449	9·6	
11 ...	5,170	4,537	633	14·0	
12 ...	5,030	4,491	539	12·0	
13 ...	4,713	4,383	330	7·5	
Total for 52 weeks ...	65,371	58,540	6,831	11·7	
MEMO. Total including clearance with R.E. (for year) ...	66,773 (per B.T.C. 501)	59,485 (per 1951 Accounts)	7,288	12·2	

TABLE CC/H. 108

LONDON TRANSPORT EXECUTIVE

INCREASE OF PASSENGER RECEIPTS (BY CATEGORIES), 1952 COMPARED WITH 1951 (EXCLUDING CLEARANCE WITH R.E.)

Period of 4 weeks	Railways						Road Services						Total all services
	Ordinary Full	Monthly Returns	Other	Workmen	Seasons	Total	Buses and Coaches			Trolley Buses and Trams			
							Ordinary (8)	Workmen (9)	Other (10)	Ordinary (11)	Workmen (12)	Total Road (13)	(14)
(1)	(2)	(3)	(4)	(5)	(6)	(7)							
1 ...	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
2 ...	26	1	1	(—) 5	(—) 1	22	230	13	1	(—) 169	(—) 5	170	192
3 ...	13	1	(—) 1	(—) 6	(—) 3	4	162	12	2	(—) 168	(—) 5	103	107
4 ...	101	(—) 7	5	27	34	160	416	47	—	3	9	475	635
5 ...	115	1	9	18	14	157	437	49	(—) 1	2	9	496	653
6 ...	76	(—) 10	7	36	45	154	447	57	(—) 2	10	12	524	678
7 ...	118	(—) 11	11	18	21	157	454	43	10	8	6	521	678
8 ...	94	(—) 17	8	25	39	149	418	50	12	—	8	488	637
9 ...	114	(—) 26	8	23	33	152	474	47	8	(—) 118	6	517	669
10 ...	86	(—) 24	8	26	24	120	465	55	6	(—) 23	8	511	631
11 ...	53	(—) 16	8	24	29	98	348	45	—	(—) 47	5	351	449
12 ...	113	(—) 13	7	25	33	165	420	43	—	(—) 4	9	468	633
13 ...	117	(—) 10	7	25	32	171	334	44	(—) 1	(—) 16	7	368	539
Total for 52 weeks	1,163	(—) 149	78	262	330	1,684	4,771	542	35	(—) 276	75	5,147	6,831
													£6,831,000
							MEMO.						£7,288,000
							Total for year, allowing for clearance	...	...		

TABLE CC/H. 109

LONDON TRANSPORT EXECUTIVE

MAINTENANCE DEPRECIATION AND RENEWAL OF CAPITAL ASSETS

AMOUNTS CHARGED TO REVENUE AND ABNORMAL MAINTENANCE ACCOUNTS—4 YEARS TO
31ST DECEMBER, 1951

Reference to B.T.C. accounts	Items	1948		1949		1950		1951	
		Revenue Account (3)	Abnor- mal Main- tenance Account (4)	Revenue Account (5)	Abnor- mal Main- tenance Account (6)	Revenue Account (7)	Abnor- mal Main- tenance Account (8)	Revenue Account (9)	Abnor- mal Main- tenance Account (10)
(1)	(2)	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
ROAD PASSENGER SERVICES									
(VI-5b)	Maintenance and Depreciation of Rolling Stock:								
	Buses and Coaches	5,318	1,129	5,990	341	6,259	Cr. 463	7,179	Cr. 649
	Trolleybuses	1,281	Cr. 34	1,273	142	1,311	230	1,395	294
	Tramways	509	375	514	383	483	273	360	200
		7,108	1,470	7,777	866	8,053	40	8,934	Cr. 155
(VI-5d)	Maintenance and Renewal of Way and Structures:								
	Buses and Coaches	325	Cr. 11	382		387			
	Trolleybuses	342	Cr. 52	379	Cr. 82	395	Cr. 112	492	299
	Tramways	506	Cr. 12	509	71	516	63	452	Cr. 133
		1,173	Cr. 75	1,270	Cr. 10	1,298	14	1,374	192
RAILWAYS									
(VI-6b)	Maintenance and Depreciation of Rolling Stock:								
(VI-6d)	Maintenance and Renewal of Way and Structures:								
	Buses and Coaches	2,382	Cr. 43	2,457	50	2,569	255	2,828	Cr. 74
	Trolleybuses	2,561	Cr. 7	2,730	68	2,823	Cr. 18	3,111	Cr. 178
	Tramways	4,943	Cr. 50	5,187	118	5,392	237	5,939	Cr. 252
	Total	13,224	1,345	14,234	974	14,743	291	16,247	Cr. 215
	Total—Rolling Stock	9,490	1,427	10,234	916	10,622	295	11,762	Cr. 229
	Total—Way and Structures	3,734	Cr. 82	4,000	58	4,121	Cr. 4	4,485	14

ABNORMAL MAINTENANCE:

Total for 4 years to 31st December, 1951:

Rolling Stock	...	...	...	...	...	£
Way and Structures	...	...	...	...	Cr. 14,000	2,409,000
						(net charge to Revenue in Excess of actual expenditure).
					2,395,000	

BRITISH TRANSPORT COMMISSION

ABNORMAL MAINTENANCE ACCOUNTS

£m.

(1) Balance Jan. 1, 1948	...	...	149.7	including £42.8m. in respect of London Transport Services, transferred from Control Agreement Trust funds.
(2) Dec. 31, 1951	...	...	89.5	
(3) Total withdrawal in 4 years	...	...	60.2	

TABLE CC/H. 110

	Total	L.T.E.	B. Railways	Other
Analysis of appropriations	£m.	£m.	£m.	£m.
(4) 1948	20.3	1.3	18.4	0.6
(5) 1949	16.1	1.0	14.5	0.6
(6) 1950	11.8	0.3	10.5	1.0
(7) 1951	12.0	Cr. 0.2	11.5	0.7
(8)	60.2	2.4	54.9	2.9

BRITISH TRANSPORT COMMISSION

TABLE CC/H. 111

ANALYSIS OF INTEREST, CENTRAL CHARGES AND APPROPRIATIONS (1948-1951)

Note.—The references are to Statements in B.T.C. Accounts, 1951.

BRITISH TRANSPORT COMMISSION
 LONDON TRANSPORT EXECUTIVE
 CAPITAL INVESTED IN FIXED ASSETS

TABLE CC/H. 112

Ref.	Description	1948		1949		1950		1951	
		Com-mence-ment	End	Com-mence-ment	End	Com-mence-ment	End	Com-mence-ment	End
	<i>B.T.C. as a whole</i>	£m.	£m.	£m.	£m.	£m.	£m.	£m.	£m.
1	Fixed Assets per Accounts (see note (1))	1,182	1,236	—	1,269	—	1,341	—	1,447
	<i>Add: Capital Assets (per Balance Sheet) not included in Line 1.</i>								
	Investments in								
2	(a) Non-controlled Undertakings	10	10	—	10	—	10	—	
3	(b) Subsidiary Companies ...	2	2	—	2	—	2	—	Included in Line (1)
4	(c) Road Haulage	—	16	—	49	—	In line (1)	—	
5	(d) Goodwill	—	35	—	49	—	60	—	
6	TOTAL B.T.C.	1,194	1,299	1,299	1,379	1,379	1,413	1,413	1,447
7	Mean for Year	1,247		1,339		1,396		1,430	
	LONDON TRANSPORT EXECUTIVE								
8	Fixed Assets per Accounts (see note)	116.1	120.4	—	127.8	—	135.8	—	139.2
9	<i>Add Generation and distribution of Electric current (part)—approx. ...</i>	10.0	10.0	—	11.0	—	11.0	—	11.0
10	Lands and buildings not in use for Transport purposes—(part)—see Note (2)—approx. ...	3.0	3.0	—	3.0	—	3.0	—	3.0
11	TOTAL L.T.E.	129.1	133.4	133.4	141.8	141.8	149.8	149.8	153.2
12	Mean for Year	131.3		137.6		145.8		151.5	
13	London Transport as per cent. of B.T.C.	10.53 per cent.		10.28 per cent.		10.45 per cent.		10.59 per cent.	

Note.—(1) per Statement of Fixed Assets V. 7 (1948, 1949 & 1950)
 V. 4 (1951)

(2) the amount allowed in line 10 as the capital value of surplus lands is in relation to the sum of £200,000 p.a. net rents credited in Tables CC/H. 114 (line 6) and CC/H. 118 (line 4).

TABLE CC/H. 113
LONDON TRANSPORT EXECUTIVE

ALLOCATION OF INTEREST AND OF CENTRAL AND COMMON CHARGES

Ref.	Description	Per Table	1948	1949	1950	1951
1	Interest on Stock and on other moneys employed in undertaking of B.T.C. ...	£'000	£'000	£'000	£'000	£'000
2	Ratio of L.T.E. fixed assets to total B.T.C.	CC/H. 111 Line 5 CC/H. 112 Line 13	37,935 (10.53 per cent.)	40,651 (10.28 per cent.)	42,398 (10.45 per cent.)	43,540 (10.59 per cent.)
3	Proportionate part of Interest attributable to L.T.E.	—	3,995	4,179	4,431	4,610
4	<i>Central and Common Charges</i>	CC/H. 111 Line 6	—	706	864	880
5	Central Administration	Line 7	—	—	19	342
6	Common Services (legal and films) ...	Line 11	72	9	79	368
7	Special items		778	892	1,301	1,500
8	Proportionate part attributable to L.T.E. ...		82	92	136	159

Note: Central and common charges are allocated to L.T.E. in the ratio of Fixed Assets (line 2). Other bases of allocation for these relatively minor items could be substantiated but would make no material difference to the amounts apportioned to L.T.E.

TABLE CC/H. 114

LONDON TRANSPORT SERVICES

STATEMENT OF NET PROFIT OR DEFICIT IN EACH OF THE FIVE YEARS 1948-1952 (INC.)

Ref.	Items	1948	1949	1950	1951	1952 (estimate)
		£'000	£'000	£'000	£'000	£'000
1	LONDON TRANSPORT EXECUTIVE					
2	Net traffic receipts	5,864	3,710	1,749	Dr. 1,550	1,200
	Rents and advertising	1,492	1,515	1,410	Cr. 1,482	1,400
3	Net receipts	7,356	5,225	3,159	Dr. 68	2,600
4	Freights Rebates Fund: less than	100	100	100		
5	Interest (per CC/H. 113)	3,995	4,179	4,431	4,610	4,800
6	Rents of Surplus Lands and Buildings (approx.)	Cr. 200	Cr. 200	Cr. 200	Cr. 200	Cr. 200
7	Central Administration, Common Charges and Special Items (per CC/H. 113) ...	82	92	136	159	180
8		3,977	4,171	4,467	4,569	4,780
9	Net profit	3,379	1,054	—		
10	Net Deficit	—	—	1,308	4,637	2,180
	SUMMARY L.T.E.					
11	Total Net Deficit 4 Years to 31 Dec., 1951 ... ...	...	...	...	£1,512,000	
12	Estimated total Net Deficit 5 Years to 31 Dec., 1952 ... ...	...	...	...	£3,692,000	
13	<i>Add LONDON LINES</i>					
14	Total Net Surplus 4 Years to 31 Dec., 1951 ... ...	...	...	...	£5,500,000	
	(per Table CC/H. 116)					
	Estimated total Net Surplus 5 Years to 31 Dec., 1952 ...	...	...	...	£5,800,000	
15	Total Net Surplus 4 Years to 31 Dec., 1951 ... ...	...	...	...	£3,988,000	
16	Estimated total Net Surplus 5 Years to 31 Dec., 1952 ...	...	...	...	£2,108,000	

LONDON SERVICES AS A WHOLE

LONDON LINES: FINANCIAL RESULTS, 1948-1952
 (a) Following B.T.C. contentions as to methods of computation

TABLE CC/H. 115

Ref.	Description	Passenger Receipts	Working Expenses	Working Surplus	Interest and Central Administration less Advertising and Rents (B.T.C. figures)	Net Surplus or Deficit (Dr.)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Key Estimates						
<i>B.T.C. Estimates</i>						
1	(a) X. Year—pre 1952 Scheme fares ...	17.6	17.7	<i>Dr.</i> 0.1	1.9	<i>Dr.</i> 2.0
2	(b) X-A Year—pre 1952 Scheme fares ...	17.6	18.2	<i>Dr.</i> 0.6	1.9	<i>Dr.</i> 2.5
3	(c) — on 1952 Scheme fares	20.5	18.2	2.3	1.9	<i>Cr.</i> 0.4
<i>Not Provided by B.T.C.</i>						
4	(d) Y. Year—estimate on same basis of computation as above:					
	Present fares	20.6	18.9	1.7	1.9	<i>Dr.</i> 0.2
5	(e) Proposed fares	21.7	18.9	2.8	1.9	<i>Cr.</i> 0.9
Computation for each year						
6	1952—					
7	As in B.T.C. 501	20.4				
	Computed	—	18.8	—	1.6	<i>Dr.</i> — 0.3
8	1951—					
9	As in B.T.C. 401	18.9				
	Computed	—	18.2	—	0.7	<i>Dr.</i> — 1.2
10	1950—					
11	As in B.T.C. 201	18.3				
	Computed	—	15.8	—	2.5	<i>Cr.</i> — 0.6
12	1949—					
13	As in B.T.C. 201	19.0				
	Computed	—	15.8	—	3.2	<i>Cr.</i> — 1.3
14	1948—					
15	As in A.V. 58 revised	19.1				
	Computed	—	15.7	—	3.4	<i>Cr.</i> — 1.5
TOTAL NET SURPLUS—						
16	4 years to 31st December, 1951	...	...	...	£2,200,000	
17	5 years to 31st December, 1952	...	...	...	£1,900,000	

TABLE CC/H. 116

LONDON LINES: FINANCIAL RESULTS 1948-52
 (b) As computed by adviser to Middlesex and associated County Councils

Ref.	Description	1948	1949	1950	1951	1952 Estimated
1	Net Working Surplus, Table CC/H. 115, Col. 5	£m.	£m.	£m.	£m.	£m.
2	Add Parcels receipts	3.4	3.2	2.5	0.7	1.6
3	Advertising and Rents	0.3	0.3	0.3	0.3	0.3
4	<i>Less</i>	0.1	0.1	0.1	0.1	0.1
5	Interest	3.8	3.6	2.9	1.1	2.0
6	Central administration and Common Services	1.4	1.4	1.5	1.6	1.7
7		2.4	2.2	1.4	<i>Dr.</i> 0.5	0.3
8	Total Net Surplus 4 Years to 31st December, 1951	...	...	...	£5,500,000	
9	Estimated total Net Surplus 5 Years to 31st December, 1952	...	...	£5,800,000		
<i>Memoranda</i>						
10	Differences from B.T.C. method of computation—					
11	Parcels receipts	0.3	0.3	0.3	0.3	0.3
	Interest and central charges (less advertising and rents)	0.6	0.6	0.5	0.4	0.3
12		0.9	0.9	0.8	0.7	0.6

TABLE CC/H. 117

BRITISH RAILWAYS: LONDON LINES
ESTIMATE OF NET SURPLUS IN Y YEAR

Ref.	Particulars	£m.
1	Net Deficit in X year—original estimate of B.T.C.	Dr. 0·1
2	Amendment during 1951 Hearing—additional Wages....	0·5
3	Deficit in X—A year on pre 1952 Scheme fares	Dr. 0·6
4	Increase in fares authorised by Transport Tribunal (1952 Scheme)	2·9
5	Net Working Surplus in X—A year, according to B.T.C. contentions	2·3
<i>Alterations in Y Year</i>		
6	Improvement in Traffic revenues (per B.T.C. 401 & C.C./H. 101)	0·1
7	Increased working costs, less economies on reduction in steam train miles and electric car miles (see B.T.C. 501)	Dr. 0·7
8		1·7
9	<i>Less</i> proposed increased fares (1953 Scheme)—B.T.C. 510	1·1
10		2·8
<i>Add</i>		
11	Receipts from parcels traffic—not included in B.T.C. estimates	0·3
12		3·1
<i>Less</i>		
13	Interest on Stock and on other moneys employed	£m.
14	Central administration and common services	1·7
15	<i>Less</i> advertising and rents	0·1
16		Dr. 1·6
17	Net surplus over and above interest and central administration charges—allowing for proposed increased fares	1·5

TABLE CC/H. 118

LONDON TRANSPORT SERVICES
AMENDED STATEMENT OF FINANCIAL POSITION IN Y YEAR

Ref.	Particulars	£m.
1	Total Net Receipts (B.T.C. 403, line (5))	6·3
<i>Deduct—</i>		
2	(a) Interest on Stock and on other moneys employed in undertaking	5·0
3	(b) Allocation of costs of central administration, common services, (films and legal) and special items	0·2
4		5·2
<i>Less—</i>		
5	(c) Net rents of surplus lands and buildings	0·2
6	Net surplus, over and above Interest and central administration charges, allowing for proposed increased fares (but see note)	1·3
<i>London Lines</i>		
7	Net surplus over and above Interest and central administration charges allowing for proposed increased fares (but see note). Per Table C.C./H. 117	1·5
<i>London Area as a whole</i>		
8	Total excess	2·8
9	<i>Note.</i> —The above computation is before allowing for adjustment (reduction) of amounts charged—	
	(1) for maintenance of L.T.E. assets;	
	(2) for allocated part of (1) "Terminal documentation, compensation and commercial expenses", (ii) joint expenses charged to London Lines; and	
	(3) before allowing for credit to L.T.E. for interest on funds for maintenance arrears employed in the B.T.C. undertaking as a whole.	
	No allowance is made for any further increase in fares within the limits already available under the 1952 Charges Scheme in relation to ordinary fares of British Railways (London Lines) estimated at £0·4m. per annum, and sub-standard fares generally, estimated at £1·4m. per annum.	

TABLE CC/H. 119

LONDON AREA SERVICES

TOTAL PERCENTAGE INCREASE IN FARES SINCE SEPTEMBER, 1950, IF NEW PROPOSED FARES AUTHORISED

Ref.	Particulars: Services and Class of Travel	1950 Scheme	1952 Scheme	1953 Scheme	Total Increases proposed since 1950	After allowing for temporary reductions following Government intervention	
		Increases in October, 1950	Increases in March, 1952	Increases proposed 1953		1952 Increases modified	Total Proposed increases (modified) since September, 1950
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
		Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1	<i>L.T.E. Railways—</i>						
1	Ordinary	14	26	8	55	18	45
2	Early Morning	35	33	12	101	26	91
3	Seasons	16	26	4	52	20	45
4		16	27	8	59	20	50
5	<i>Central Road Services—</i>						
5	Ordinary	7	19	8	38	18	37
6	Early Morning	2	28	15	50	28	50
7		6	20	9	39	19	37
8	<i>Country Buses—</i>						
8	Ordinary	6	18	9	36	18	36
9	Early Morning	— 19	26	15	17	26	17
10	Seasons	10	17	11	43	17	43
11		2	18	10	32	18	32
12	<i>Coaches—</i>						
12	Ordinary	— 10	19	5	12	19	12
13	Seasons	— 15	18	4	4	18	4
14		— 10	19	5	12	19	12
15	TOTAL L.T.E.	9	22	9	45	19	41
16	<i>London Lines (R.E.)—</i>						
16	Ordinary	— 6	12	5	11	12	11
17	Early Morning	— 3	25	11	35	24	34
18	Seasons	— 3	20	4	21	20	21
19		— 5	18	6	19	18	19
20	TOTAL LONDON SERVICES	5	21	8	37	19	35
21	RECAPITULATION—						
21	Ordinary	6	19	7	35	17	33
22	Early Morning	4	28	13	50	26	48
23	Seasons	—	22	4	27	20	25
24	TOTAL	5	21	8	37	19	35

LONDON AREA SERVICES

REVISED STATEMENT OF REVENUE REQUIREMENTS IN £. YEAR

Ref. (1)	Items (2)	L.T.E. (3)	London Lines (R.E.) (4)	Total London Services (5)	
1	Estimated Working Expenses	£m. 68.2	£m. 18.9	£m. 87.1	
2	Less Receipts from Goods and Miscellaneous...	0.4	0.3	0.7	
3		67.8	18.6	86.4	
4	Less— Rents and Advertising	1.4	0.1	1.5	
5	Rents of surplus lands, etc.	0.2	—	0.2	
6		66.2	18.5	84.7	
7	Add— Interest	5.0	1.6	6.6	
8	Central administration, common services and special items	0.2	0.1	0.3	
9		71.4	20.2	91.6	
10	Adjustments (reductions)— Maintenance allowance	—	—	—	See note
11	Interest on abnormal maintenance funds ...	—	—	—	See note
12	Running costs of London Lines ...	—	—	—	See note
13	TOTAL REVENUE REQUIREMENTS ...	—	—	—	See note
14	Passenger Receipts at present fares ...	67.7	20.6	88.3	
15	Add— For further increases within present limits available under 1952 Scheme and other adjustments	—	—	—	See note
16		—	—	—	See note
17	Net amount required from increases in fares ...	—	—	—	See note

Note.—Figures for inclusion in lines 10, 11, 12, 13 and in lines 15, 16 and 17, will with the permission of the Court be inserted later on receipt of certain information to be sought from the Commission.

STATEMENT SOUTHEND 7

EXPLANATORY OF EXHIBITS SOUTHEND 1 TO 6

This Statement was lodged by the Southend-on-Sea Corporation—Objectors—with the Court on the Twenty-third day of February, 1953, in accordance with paragraph 6 of the Order dated 5th January, 1953.

Archibald Glen,
Town Clerk,
Municipal Buildings,
Southend-on-Sea.

STATEMENT SOUTHEND 7

STATEMENT EXPLANATORY OF EXHIBITS SOUTHEND 1 TO 6

1. This Statement relates to the effect of the proposed British Transport Commission (Passenger) Charges Scheme, 1953, as it affects the County Borough of Southend-on-Sea and is explanatory of the documents which the Southend-on-Sea Corporation, as Objectors to the proposed Scheme, intend to adduce in evidence, which documents are cited as Exhibits 1 to 6.

2. Exhibits 1 to 6 are as follows:—

Exhibit 1: Third-class season ticket rates, three months. Comparative Statement showing places of similar mileage from London termini with standard rate of charge, the ordinary rate and non-intermediate rate where non-intermediate tickets are issued, distances between 24 and 50 miles.

Exhibit 2: Third-class season ticket rates, standard, the ordinary rate and non-intermediate, applicable to coastal towns between 50 and 90 miles distant from London termini.

Exhibit 3: Ordinary return, day return and half-day return ticket rates. Comparative Statement of places from 31 to 90 miles distant from London termini, showing these rates.

Exhibit 4: Graph partly illustrative of Exhibit Southend 1, showing particularly ordinary rates below standard.

Exhibit 5: Graph partly illustrative of Exhibit Southend 2, showing particularly non-intermediate rates.

Exhibit 6: Comparative Table showing Third Class Three-monthly season ticket rates for each of the coastal towns between 40 and 90 miles of London

showing (a) Pre-October 1950 rates, (b) Rates from October 1950, (c) Rates from March or May, 1952. (This information is being sought and with the Tribunal's permission will be deposited as soon as available.)

3. In regard to Exhibits Southend 1 and Southend 2 as graphically represented by Southend 4 and 5 these are illustrative of the anomalous position which at present appertains in regard to standard season ticket rates and non-intermediate season ticket rates.

4. The Graphs Exhibits Southend 4 and Southend 5 vividly illustrate the present anomalous position as regards the various towns listed in Exhibits Nos. Southend 1 and Southend 2. They also show the present standard season ticket rate and the proposed standard season ticket rate under the proposed Scheme. They also show the rate put forward on behalf of the Southend-on-Sea Corporation in 1951 as Exhibit Southend 4 of that year. (In last year's Exhibit the line was plotted for monthly season tickets and this has been adapted in Exhibits Southend Nos. 4 and 5 for three-monthly season tickets.)

5. Exhibit Southend 3 will be referred to in support of the Corporation's case relative to ordinary return tickets, day return tickets and half-day return tickets.

6. In compiling the Exhibits Southend 1 to 5 information has been sought from numerous sources and there may be minor discrepancies in the exact mileage, etc., and the Corporation may, if more accurate information is forthcoming, seek the permission of the Tribunal to amend the Exhibits in various minor respects. It is submitted, however, that taken as a whole the Exhibits form a true overall picture of the situation.

SOUTHEND-ON-SEA CORPORATION

EXHIBITS lodged by the Mayor, Aldermen, and Burgesses of the County Borough of Southend-on-Sea with the Court on the Twenty-third day of February, 1953, in accordance with paragraph 6 of the Order dated 5th January, 1953, together with a Statement explanatory of the same as under:—

LIST OF EXHIBITS

Exhibit Southend 1—Third-class season ticket rates, three months. Comparative Statement showing places of similar mileage from London termini with standard rate of charge ordinary rate and non-intermediate rate where non-intermediate tickets are issued, distances between 24 and 50 miles.

Exhibit Southend 2—Third-class season ticket rates, standard ordinary and non-intermediate, applicable to coastal towns between 50 and 90 miles distant from London termini.

Exhibit Southend 3—Ordinary return, day return and half-day return ticket rates. Comparative Statement of places from 31 to 90 miles distant from London termini, showing these rates.

Exhibit Southend 4—Graph partly illustrative of Exhibit Southend 1, showing particularly ordinary rates below standard.

Exhibit Southend 5—Graph partly illustrative of Exhibit Southend 2, showing particularly non-intermediate rates.

Archibald Glen,
Town Clerk,
Municipal Buildings,
Southend-on-Sea.

EXHIBIT SOUTHEND 1

COMPARATIVE STATEMENT

THREE MONTHLY SEASON TICKETS

ORDINARY SEASON (O)

NON-INTERMEDIATE (N/I)

	miles	(O)	(N/I)
Standard scale fare	24	£ 10 10 0	£ s. d.
Stoke Junction	24	5 2 3	—
Standard scale fare	25	10 14 9	—
Maidenhead	25	10 14 9	—
Standard scale fare	28	11 9 0	—
Berkhamstead	28	11 9 0	—
Brookwood	28	10 8 0	—
Cookham	28	11 4 3	—
Standard scale fare	29	11 13 9	—
Great Missenden	29	11 13 9	—
Stevenage	29	11 13 9	—
Higham	29	11 13 9	—
Bourne End	29	11 4 3	—

EXHIBIT SOUTHEND 1—continued

		(O)	(N/I)			(O)	(N/I)		
Standard scale fare	...	miles	£ s. d.	£ s. d.	Bledlow	...	£ s. d.		
Standard	...	30	11 18 6	—	37	13 6 9	—		
Standon	...	30	11 18 6	—	37	13 5 6	—		
Tonbridge	...	30	11 18 6	—	37	13 4 6	—		
Ascot	...	30	11 10 6	—	37	13 2 0	—		
East Grinstead	...	30	11 9 0	—	37	12 11 3	—		
Chelmsford	...	30	10 6 6	—	37	11 19 3	—		
Woburn Green	...	30	11 4 0	—	37	12 18 0	—		
Standard scale fare	...	31	12 3 0	—	Standard scale fare	...	38	13 16 3	—
Cliffe	...	31	12 3 0	—	38	13 16 3	—		
Guildford	...	31	12 3 0	—	38	13 16 3	—		
Crawley	...	31	12 3 0	—	38	13 16 3	—		
Twyford	...	31	12 3 0	11 0 9	Haywards Heath	...	38	13 16 3	—
Luton	...	31	11 14 3	—	38	12 17 3	—		
Bishops Stortford	...	31	11 5 6	—	Farnbridge	...	38	12 2 6	—
Standard scale fare	...	32	12 7 9	—	Standard scale fare	...	39	14 1 0	—
Marlow	...	32	12 7 9	—	39	14 1 0	12 14 3		
Tring	...	32	12 7 9	—	39	14 1 0	—		
Hitchin	...	32	12 7 9	—	39	14 1 0	—		
Strood	...	32	12 7 9	—	39	14 1 0	—		
Battlesbridge	...	32	12 2 6	—	39	13 17 0	—		
Loudwater	...	32	11 4 3	—	39	13 16 3	—		
Standard scale fare	...	33	12 12 6	—	39	13 6 9	—		
LEIGH	...	33	12 12 6	—	39	13 0 9	—		
Wargrave	...	33	12 12 6	11 9 6	39	12 2 6	—		
West Mill	...	33	12 12 6	—	Standard scale fare	...	40	14 5 9	—
Ashurst	...	33	12 12 6	—	40	14 5 9	—		
Field	...	33	12 12 6	—	40	14 5 9	—		
Shalford	...	33	12 12 6	—	40	14 5 9	—		
Bagshot	...	33	11 10 6	—	40	14 5 9	—		
Bracknell	...	33	11 10 6	—	40	14 1 0	—		
Standard scale fare	...	34	12 17 6	—	40	14 1 0	—		
CHALKWELL	...	34	12 17 6	—	40	13 11 0	—		
Warnham	...	34	12 17 6	—	40	12 9 0	—		
Buntingford	...	34	12 17 6	—	Standard scale fare	...	41	14 10 3	—
Forest Row	...	34	12 17 6	—	41	14 10 3	—		
Balcombe	...	34	12 17 6	—	41	14 10 3	—		
Bramley	...	34	12 17 6	—	41	14 10 3	—		
Grange Road	...	34	12 17 6	—	41	14 6 6	—		
Rochester	...	34	12 17 6	—	41	14 5 9	—		
Stanstead	...	34	11 5 6	—	41	14 5 9	—		
Farnborough	...	34	10 15 6	—	41	14 5 9	—		
Standard scale fare	...	35	13 2 0	—	41	14 5 9	—		
WESTCLIFF	...	35	13 2 0	—	41	13 11 3	—		
Princes Risborough	...	35	13 2 0	—	41	12 2 6	—		
Letchworth	...	35	13 2 0	—	Standard scale fare	...	42	14 15 0	—
Tunbridge Wells	...	35	13 2 0	—	42	14 15 0	13 6 0		
West Malling	...	35	13 2 0	—	42	14 15 0	—		
Fay Gate	...	35	13 2 0	—	42	14 15 0	—		
Godalming	...	35	13 0 9	—	42	14 10 3	—		
Standard scale fare	...	36	13 6 9	—	Standard scale fare	...	43	14 19 9	—
SOUTHEND	...	36	13 6 9	—	43	14 15 9	—		
Chatham	...	36	13 6 9	—	43	14 10 6	—		
Stoke Mandeville	...	36	13 6 9	—	43	12 15 6	—		
Earley	...	36	13 6 9	—	Standard scale fare	...	44	15 4 6	—
Henley-on-Thames	...	36	13 6 9	12 1 9	44	15 4 6	—		
Reading	...	36	13 6 9	12 10 0	44	15 4 6	—		
Paddock Wood	...	36	13 6 9	—	44	13 4 0	—		
Halling	...	36	12 17 3	—	44	12 2 6	—		
Aldershot	...	36	11 19 3	—	Standard scale fare	...	45	15 9 3	—
Camberley	...	36	11 10 6	—	45	15 9 3	—		
Friernley	...	36	10 15 6	—	45	13 0 0	—		
Hockley	...	36	10 6 0	—	45	12 2 6	—		
Hatfield Peverel	...	36	11 9 9	—	Standard scale fare	...	47	15 18 9	—
Standard scale fare	...	37	13 11 6	—	47	15 18 9	—		
SOUTHEND EAST	...	37	13 11 6	—	47	15 18 9	—		
Monks Risborough	...	37	13 11 6	—	Southwater	...	47	15 18 9	—
Eridge	...	37	13 11 6	—					
Cheddington	...	37	13 11 6	—					
Frant	...	37	13 11 6	—					

Note.—Non-intermediate tickets are available for all normal use on through journey but are not available for use at any intermediate station.

EXHIBIT SOUTHEND 2

COMPARATIVE STATEMENT

THREE-MONTHLY SEASON TICKETS

COASTAL TOWNS

ORDINARY (O)

NON-INTERMEDIATE (N/I)

	Approx. miles	(O)	(N/I)		(R)	(DR)	(HDR)	
Hove	52	17 2 3	16 6 3	CHALKWELL	34	8 6	—	
Brighton	53	17 7 0	16 6 3	Worthing	34	8 6	—	
Portslade	54	18 1 3	16 6 3	Buntingford	34	8 6	—	
Southwick	56	18 1 3	16 6 3	Forest Row	34	8 6	—	
Newhaven	57	18 6 0	17 2 9	Balcombe	34	7 6	—	
Shoreham	57	18 15 6	16 6 3	Bransley	34	8 6	—	
Lancing	59	19 9 6	17 2 9	Grange Road	34	6 6	—	
Whitstable	59	19 19 0	17 2 9	Rochester	34	8 0	—	
Worthing	62	19 19 0	17 2 9	Stanstead	34	6 6	—	
St. Leonards	62	20 16 0	17 18 9	Farnborough	34	6 6	—	
Hastings	62	19 14 3	17 15 9	WESTCLIFF	35	8 9	—	
Littlehampton	62	20 16 0	17 18 9	Princes Risborough	35	8 10	—	
Brightlingsea	63	16 19 3	14 3 9	Letchworth	35	8 10	—	
West Worthing	63	20 0 3	17 2 9	Tunbridge Wells	35	8 10	—	
Bexhill West	63	19 14 3	17 10 0	West Malling	35	7 6	—	
Eastbourne	66	20 0 3	17 2 9	Fay Gate	35	8 10	—	
Pevensey West	66	20 0 3	17 2 9	Godalming	35	7 6	—	
Angmering	67	20 0 3	17 2 9	SOUTHDEN	36	9 0	—	
Bognor Regis	68	20 16 0	17 18 9	Chatham	36	7 6	6 6	
Clacton	70	18 2 0	14 3 9	Stoke Mandeville	36	9 0	—	
Dovercourt	71	18 2 0	14 3 9	Earley	36	7 6	4 0	
Frinton	71	17 18 6	14 3 9	Henley-on-Thames	36	5 0	4 0	
Walton-on-Naze	72	18 2 0	14 3 9	Reading	36	7 6	4 0	
Westgate	73	23 0 6	17 18 9	Paddock Wood	36	7 6	—	
Margate	74	21 16 9	17 18 9	Halling	36	7 6	6 6	
Folkestone	74	21 16 9	17 18 9	Aldershot	36	7 6	—	
Broadstairs	76	25 10 9	17 18 9	Camberley	36	7 6	—	
Dover Priory	76	23 5 3	17 18 9	Frimley	36	7 6	—	
Ramsgate	77	25 10 9	17 18 9	Hatfield Peverel	36	—	5 3	
Deal	87	31 4 9	17 18 9	SOUTHDEN EAST	37	9 3	—	
Twyford	31	12 3 0	11 0 9	Monks Risborough	37	9 4	—	
Wargrave	33	12 12 6	11 9 6	Eridge	37	9 0	—	
Henley-on-Thames	36	13 6 9	12 1 9	Cheddington	37	9 4	—	
Reading	36	13 6 9	12 10 0	Frant	37	9 0	—	
Tilehurst	39	14 1 0	12 14 3	Bledlow	37	7 9	—	
Pangbourne	42	14 15 0	13 6 0	Milford	37	7 9	—	
Chichester	70	20 16 0	18 14 6	Wokingham	37	7 6	—	
OTHER TOWNS								
Twyford	31	12 3 0	11 0 9	Dunstable	37	8 10	—	
Wargrave	33	12 12 6	11 9 6	Penshurst	37	9 4	—	
Henley-on-Thames	36	13 6 9	12 1 9	Fleet	37	7 9	6 6	
Reading	36	13 6 9	12 10 0	Ash	37	7 6	6 6	
Tilehurst	39	14 1 0	12 14 3	THORPE BAY	38	9 6	—	
Pangbourne	42	14 15 0	13 6 0	Groombridge	38	8 10	—	
Chichester	70	20 16 0	18 14 6	Snodland	38	7 9	—	
EXHIBIT SOUTHEND 3								
EXAMPLES OF FARES								
ORDINARY RETURNS (R)								
DAY RETURNS (DR)								
HALF-DAY RETURNS (HDR)								
	miles	s. d.	s. d.	s. d.				
LEIGH	33	8 3	—	—	SHOEBURYNESS	40	10 0	—
Wargrave	33	—	—	4 9	Maidstone	40	9 0	—
West Mill	33	8 4	—	—	Horsmonden	40	8 9	—
Ashurst	33	8 0	—	—	Lyghe Halt	40	9 10	—
Ifield	33	8 0	—	—	Horsham	40	9 6	—
Shaford	33	8 0	—	—	Wadhurst	40	9 0	—
Bagshot	33	7 6	—	—	Winchfield	40	8 6	6 6
Bracknell	33	—	4 9	—	Newport	40	8 6	—
					Thame	41	8 9	—
					Theale	41	8 9	—
					Biggleswade	41	8 9	—
					Amphill	41	8 9	—
					Newington	41	8 9	—
					Crowborough	41	9 0	—
					Crowtherne	41	8 3	—
					Leighton Buzzard	41	9 0	5 6
					Flitwick	41	8 6	—
					Althorne	41	9 0	—

Note.—Most Coastal towns have alternative routes to Alternative London stations and mileages are a bracket of two or more distances. Examples are Whitstable (57/59 miles) and Dover Priory (76/78). Therefore, mileage distances must be considered to be subject to check.

Some apparent discrepancies between stations exist. They may be genuine but should be taken subject to a check.

Attention is drawn to the scales for season tickets for the North Essex resorts of Walton, Clacton and Frinton.

EXHIBIT SOUTHEND 3—*continued.*

		(R)	(DR)	(HDR)			(R)	(DR)	(HDR)
	miles	s. d.	s. d.	s. d.			miles	s. d.	s. d.
Pangbourne	...	42	8 9	5 6	Worthing	...	62	12 6	10 6
Burgess Hill	...	42	8 9	7 6	St. Leonards	...	62	13 3	10 6
Withyham	...	42	9 10	—	Littlehampton	...	62	13 0	10 6
Staplehurst	...	42	8 9	—	West Worthing	...	63	12 9	9 6
East Grinstead	...	43	9 0	—	Bexhill West	...	63	13 0	10 6
Hook	...	43	9 0	6 6	Eastbourne	...	66	13 0	10 0
Kelvedon	...	43	—	5 9	Pevensey West	...	66	13 0	10 6
Haslemere	...	44	9 0	7 6	Angmering	...	67	13 0	10 0
Saffron Walden	...	44	9 3	—	Bognor Regis	...	68	14 0	—
Burnham-on-Crouch	44	—	9 9	—	Clacton	...	70	14 9	8 9
Mayfield	...	45	9 0	—	Chichester	...	70	14 0	10 6
Braintree	...	45	—	6 0	Dovercourt	...	71	15 0	—
Southwater	...	47	9 6	—	Frinton	...	71	14 9	8 9
Hove	...	52	10 9	8 6	Walton-on-Naze	...	72	14 9	8 9
Brighton	...	53	10 9	8 6	Westgate	...	73	15 0	11 0
Portslade	...	54	11 0	8 9	Margate	...	74	15 6	11 6
Southwick	...	56	11 3	8 9	Folkestone	...	74	15 0	11 0
Newhaven	...	57	12 0	—	Broadstairs	...	76	16 3	—
Shoreham	...	57	11 9	9 0	Dover Priory	...	76	16 3	11 9
Lancing	...	59	12 0	9 3	Ramsgate	...	77	16 6	12 0
Whitstable	...	59	12 6	9 6	Deal	...	87	17 6	13 9
Seaford	...	60	12 6	9 3					

Note.

Return tickets are available on any train.

Day tickets are generally available on any train after morning peak.

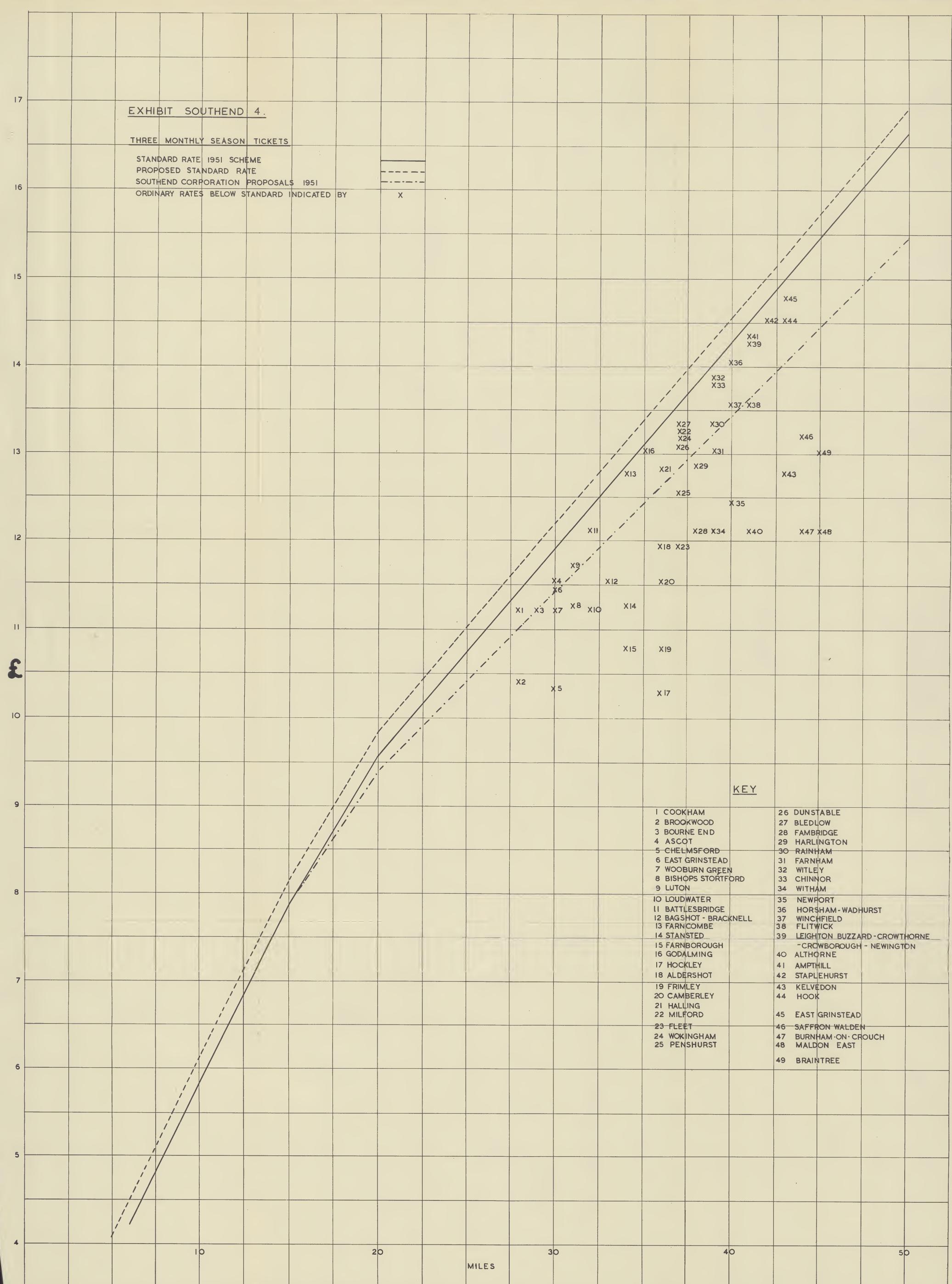
Half-day tickets are available after about mid-day.

EXHIBIT SOUTHEND 4.

THREE MONTHLY SEASON TICKETS

STANDARD RATE 1951 SCHEME
PROPOSED STANDARD RATE
SOUTHEND CORPORATION PROPOSALS 1951

ORDINARY RATES BELOW STANDARD INDICATED BY X



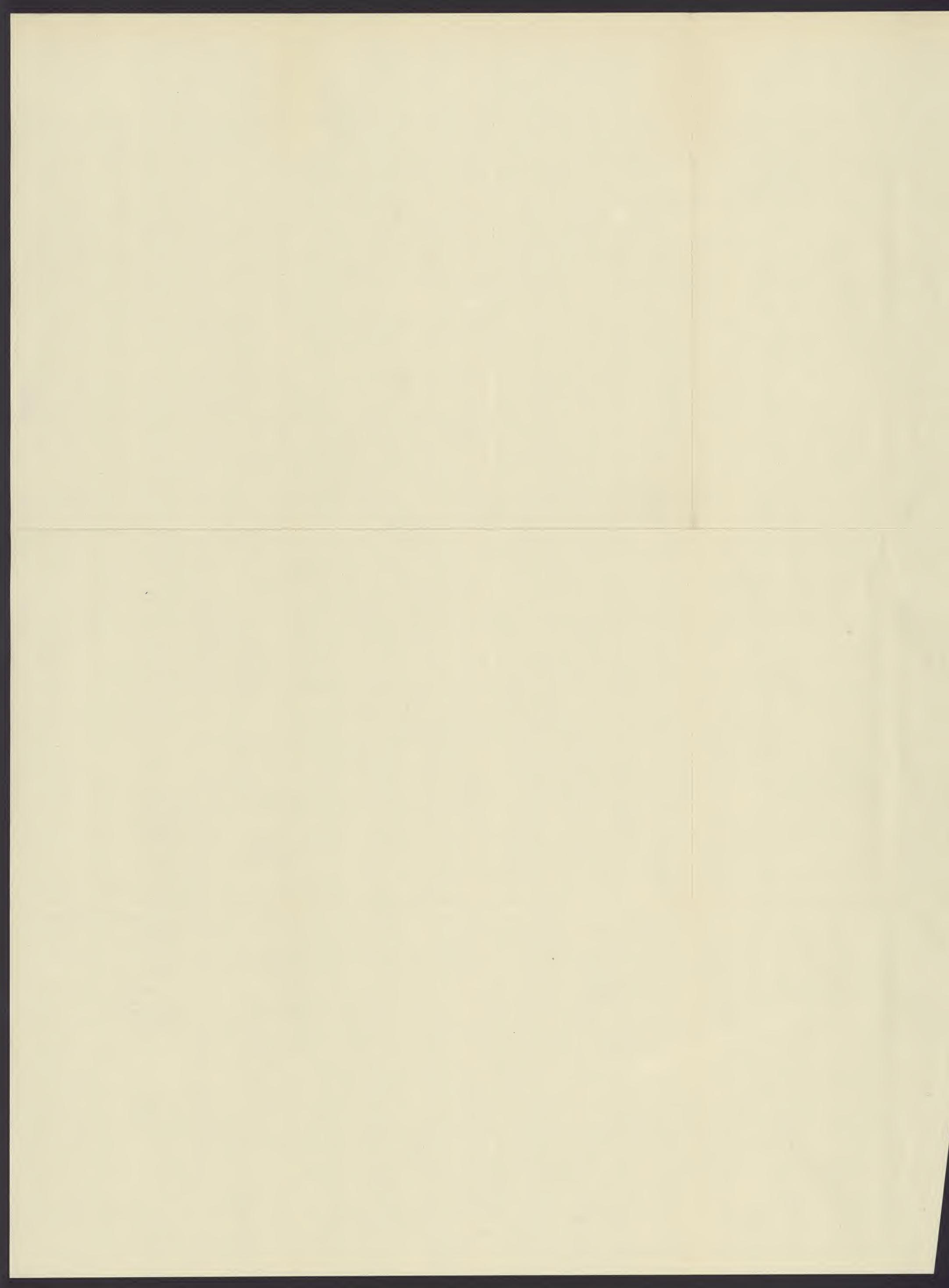


EXHIBIT SOUTHEND 5

THREE MONTHLY SEASON TICKETS

STANDARD RATE 1951 SCHEME
PROPOSED STANDARD RATE
SOUTHEND CORPORATION PROPOSAL 1951

NON - INTERMEDIATE RATES INDICATED BY

1

- ① ST. LEONARDS, LITTLEHAMPTON
- ② BOGNOR REGIS
- ③ WESTGATE
- ④ MARGATE, FOLKESTONE
- ⑤ BROADSTAIRS, DOVER PRIORY
- ⑥ RAMSGATE
- ⑦ DEAL

CHICHESTER

(3) 4	(5) 6
X X	X X
HASTINGS	
BEXHILL	

1

HOVE, BRIGHTON, PORTSLADE, SOUTHWICK,
SHOREHAM

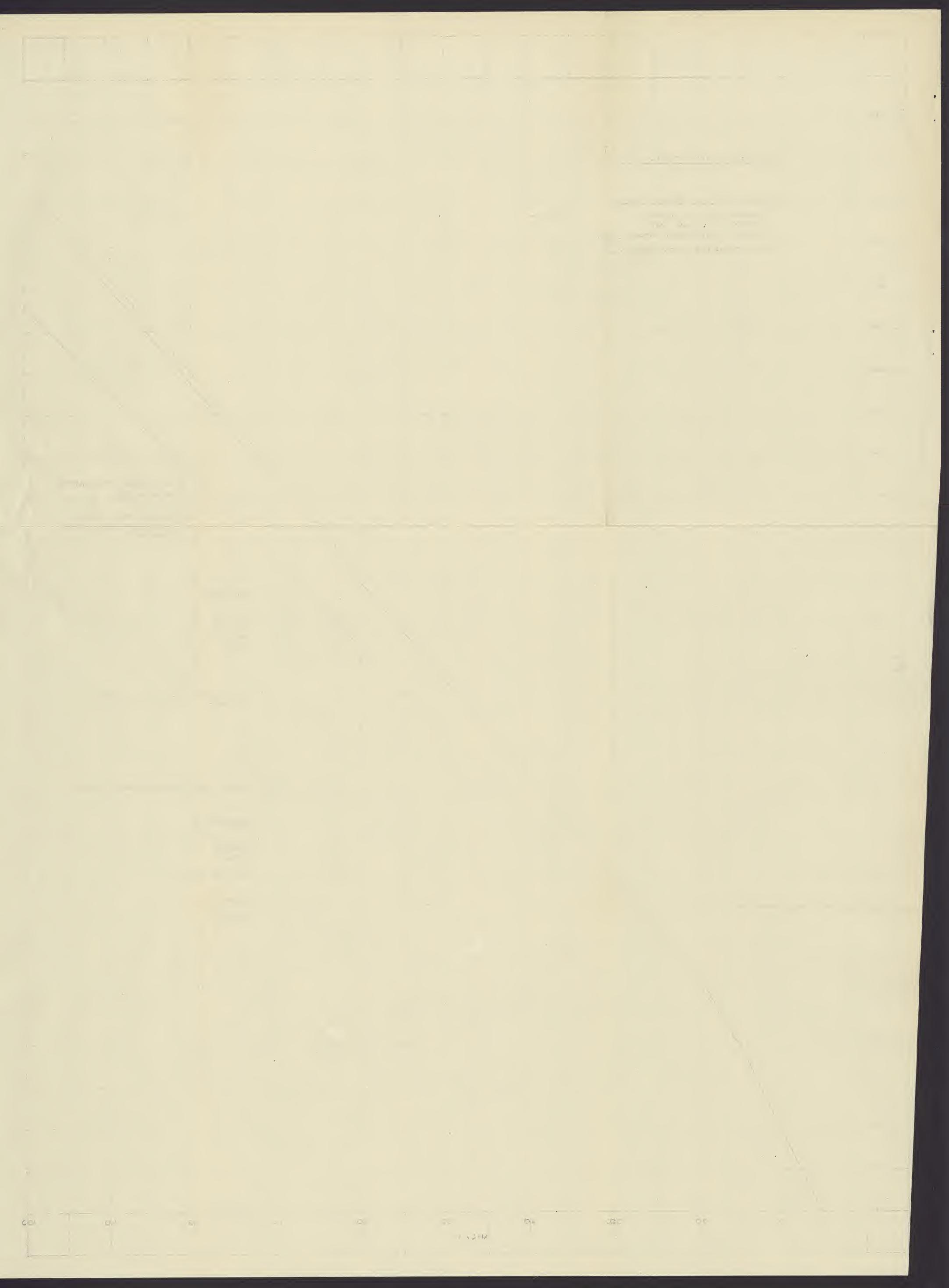
X X X BRIGHTLINGSEA, DOVERCOURT, FRINTON, WALTON.

PANGBOURNE

TILEHURST
READING
HENLEY ON THAMES

WARGRAV
TWYFORD

MILES



THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE

STATEMENT A.B.C.C. 1

EXPLANATORY OF EXHIBIT A.B.C.C. 101

Lodged by the objectors with the Court on 23rd day of February, 1953, in pursuance of the Order of the Registrar dated 5th January, 1953.

STATEMENT A.B.C.C. 1

EXPLANATORY NOTE OF EXHIBIT A.B.C.C. 101

The Association will submit that the British Transport Commission in presenting to the Transport Tribunal the B.T.C. (Passenger) Charges Scheme 1952 (the existing scheme), claimed that it was necessary to remove anomalies in passenger charges, and to ensure that no one category of passengers subsidised the fares of another category. That process was referred to as assimilation and equalisation, and the basis of that assimilation was declared to be the distance travelled. Exhibit number A.B.C.C. 101 shows in column 2 extracts from the fares schedules appearing in the existing

scheme, and they reveal the basis of assimilation which the Commission set out to achieve. In column 3 of the exhibit are inserted the charges proposed to be made if the application before the Tribunal is approved, and the extent to which those charges represent an increase over the charges in the existing scheme is shown in column 4.

From this exhibit it will be seen that the increases to be applied bear no relation whatever to the basis of the existing scheme, but represent the imposition of a flat rate of increase per ticket regardless of mileage travelled. It will be seen that as regards the London Area, within a distance of 80 miles the percentage increase tapers from 6·6 per cent. to a fraction of 1 per cent. Similar results are obtained from a comparison of other charges shown in the exhibit.

EXHIBIT A.B.C.C. 101

ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE BRITISH TRANSPORT COMMISSION DRAFT (PASSENGER) CHARGES SCHEME, 1953

PERCENTAGE INCREASES OVER 1952 SCHEME

Miles (1)	Charges made by 1952 Scheme (2)	Charge applied for in Draft Scheme (3)	Percentage increase over 1952 Scheme (4)	Schedule No. (5)
10	1 3	1 4	6·6	Second
20	2 6	2 7	3·3	
30	3 9	3 10	3·3	
40	5 0	5 1	2·2	
50	6 3	6 4	1·3	
80	10 0	10 1	0·83	
10	1 6	1 8	11·1	Third
20	2 7	2 9	6·45	
30	3 2	3 4	5·26	
40	3 7	3 9	4·65	
50	4 0	4 2	4·15	
60	4 5	4 7	3·8	
10	2 6	2 8	6·6	Fourth
20	5 0	5 2	3·3	
30	7 6	7 8	3·3	
40	10 0	10 2	2·2	
50	12 6	12 8	1·3	
80	20 0	20 2	0·83	
	Monthly	Quarterly	Monthly	Quarterly
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10	2 3 3	5 17 0	2 5 3	6 2 3
50	6 3 3	16 13 0	6 5 3	16 18 3
100	10 10 9	28 9 3	10 12 9	28 14 6
150	13 13 3	36 18 0	13 15 3	37 3 3
200	16 3 3	43 13 3	16 5 3	43 18 3
250	18 0 9	48 14 3	18 2 9	48 19 6

COUNTY BOROUGH OF SOUTHEND-ON-SEA
RAILWAY TRAVELLERS ASSOCIATION

In pursuance of their objection to the application of the British Transport Commission, the County Borough of Southend-on-Sea Railway Travellers Association desire the Tribunal to note that:—

(a) they will abide by those scales of Season Ticket rates which are submitted by the Corporation of Southend-on-Sea,

(b) they submit at Appendix "Y" a scale of Day Return Fares to apply upon the London, Tilbury and Southend Lines for journeys made in any direction upon that Line,

(18678)

(c) they submit at Appendix "Z" an amendment to Section 31 paragraphs 7 and 8 of the Conditions of Issue of Tickets including Season Tickets as published by the Railway Executive, which appertain to the refunding of season ticket monies on depositing or surrendering such tickets by ticket holders. Lodged this 21st day of February 1953.

G. FOSTER,
Honorary Secretary.

64, Mount Avenue,
Westcliff-on-Sea,
Essex.

D

APPENDIX "Y"

LONDON, TILBURY AND SOUTHEND LINES
DAY RETURN THIRD CLASS FARES

Miles	Fares	Miles	Fares
1	s. d.	22	s. d.
2	3	23	3 10
3	5	24	4 0
4	7	25	4 2
5	9	26	4 4
6	11	27	4 6
7	1 1	28	4 8
8	1 3	29	4 10
9	1 5	30	5 0
10	1 7	31	5 2
11	1 9	32	5 4
12	1 11	33	5 6
13	2 1	34	5 8
14	2 3	35	5 10
15	2 5	36	6 0
16	2 7	37	6 2
17	2 9	38	6 4
18	2 11	39	6 6
19	3 1	40	6 8
20	3 3	41	6 10
21	3 5	42	7 1
	3 8		7 3

APPENDIX "Z"

Section 31, paragraphs 7 and 8 of the "Conditions upon which Tickets including Season Tickets are issued" shall read:—

7. The holder of a ticket may deposit the ticket with the Executive whereupon a pro rata refund of its value will be allowed, subject to a payment of one shilling, provided that the period of deposit be not less than—

(a) in the case of illness, upon the production of a certificate from a registered medical practitioner 7 days

(b) in any other case 14 days or and as an alternative the Executive may extend the expiry date of a ticket by a like period, subject to the payment of one shilling, for the deposit of a ticket for a period not less than—

(a) in the case of illness, upon production of a certificate from a registered medical practitioner 7 days

(b) in any other case 14 days

8. The holder of a ticket may surrender the ticket at any time before its time of expiry whereupon, if the unexpired period be not less than 3 consecutive days, a refund will be allowed for non-use thereof as under:—

The difference between the original cost of the ticket and the cost of appropriate tickets (season, single or return) to cover the journeys made or deemed to have been made, provided that the holder will be deemed to have used the ticket up to the date of surrender.

WHYTELEAFE AND KENLEY RESIDENTS' ASSOCIATION

COMPARISON OF RATES PER MILE FOR SEASON TICKETS FOR VARIOUS DISTANCES

These figures have been calculated on the assumption that 6 return journeys are made each week, for weekly seasons; 26 journeys a month, for monthly seasons; and 78 journeys a quarter, for quarterly seasons.

Miles	Quarterly Seasons			Equivalent fare of W.K. 1 suggestion	Increase over present fare
	At present	B.T.C. proposals	W.K. 1 suggestion		
5	2.354	2.516	2.453	£ s. d.	£ s. d.
10	1.800	1.881	1.855	3 19 9	3 3
15	1.615	1.669	1.657	6 0 6	3 6
20	1.471	1.511	1.510	8 1 6	4 0
30	1.223	1.250	1.300	9 16 3	5 0
40	1.098	1.118	1.210	12 13 6	15 0
50	1.022	1.038	1.150	15 14 3	1 8 6

On the assumption that the distribution of tickets is as follows:—

5 mile seasons ...	...	...	...	10 per cent.
10 mile seasons ...	...	...	...	25 per cent.
15 mile seasons ...	...	...	...	25 per cent.
20 mile seasons ...	...	...	...	20 per cent.
30 mile seasons ...	...	...	...	8 per cent.
40 mile seasons ...	...	...	...	7 per cent.
50 mile seasons ...	...	...	...	5 per cent.

the new B.T.C. proposals would give an average mileage rate of 1.6716d. Our proposals would give an average of 1.6715d. They should therefore bring in almost exactly the same amount of revenue.

In the following tables for Monthly and Weekly seasons, the present and B.T.C. proposed mileage rates are calculated from the actual rates; our proposed mileage rates are calculated by increasing the quarterly rate by 11 per cent. to obtain the monthly rate; and by increasing the monthly rate by 21 per cent. to obtain the weekly rate.

Miles	Monthly seasons			Weekly seasons		
	At present	B.T.C. proposals	W.K. 1 suggestion	At present	B.T.C. proposals	W.K. 1 suggestion
5	2.608	2.793	2.723	3.200	3.500	3.295
10	1.996	2.088	2.059	2.400	2.550	2.492
15	1.793	1.855	1.839	2.167	2.267	2.225
20	1.632	1.678	1.676	1.950	2.025	2.028
30	1.357	1.388	1.443	1.633	1.683	1.746
40	1.220	1.243	1.343	1.500	1.538	1.625
50	1.138	1.156	1.277	1.500	1.530	1.545

Note.—In all the above calculations, it has been assumed that the British Transport Commission's proposals will, in fact, mean a flat increase of 9d. a week for weekly seasons, 2s. a month for monthly seasons, and 5s. 3d. a quarter for quarterly seasons.

TABLE W.K. 3

This table W.K. 3 is to be substituted for table W.K. 2 attached to the original protest, and all references therein to table W.K. 2 should be construed as references to table W.K. 3.

PROPOSED CALCULATION FOR OMNIBUS FARES

The proposals in column 4 are calculated at the rate of 1·75d. a mile, rounded up or down to the nearest penny for each half mile of distance travelled, subject to minor adjustments to ensure that not more is charged for any distance than the cheapest total of performing the same length of journey in two or more stages.

Miles	Present fare	B.T.C. proposals	W.K. 3 suggestion	Miles	Present fare	B.T.C. proposals	W.K. 3 suggestion
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	2	2	2	6	9	10	10
1½	3	3½	3	6½	11	10	11
2	3	3½	4	7	11	10	10
2½	5	5	4	7½	10	11	10
3	5	5	5	8	10	11	10
3½	6	7	6	8½	12	13	12
4	6	7	7	9	12	13	13
4½	8	8½	8	9½	12	13	13
5	8	8½	8	9½	13	14	14
5½	9	10	9	10	13	14	14

TABLE W.K. 4 (a)

COMPARISON OF AMOUNTS PAID FOR BROKEN JOURNEYS OF TOTAL MILEAGES BETWEEN 1 AND 10 MILES
B.T.C. PROPOSALS

Total miles travelled	Fare for unbroken journey	Fares for journeys broken after the following mileages travelled									
		½	1	1½	2	2½	3	3½	4	4½	5
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2	3½	6	4	—	—	—	—	—	—	—	—
3	5	7	5½	7	—	—	—	—	—	—	—
4	7	9	7	8½	7	—	—	—	—	—	—
5	8½	10½	9	10½	8½	10	—	—	—	—	—
6	10	1 0	10½	1 0	10½	1 0	10	—	—	—	—
7	1 0	1 2	1 0	1 1½	1 0	1 1½	1 0	1 2	—	—	—
8	1 1	1 3	1 2	1 3½	1 1½	1 3	1 1½	1 2	—	—	—
9	1 3	1 5	1 3	1 4½	1 3½	1 5	1 3	1 5	1 3½	1 5	—
10	1 4	1 6	1 5	1 6½	1 4½	1 6	1 5	1 7	1 5	1 6½	1 5

W.K. 3 PROPOSALS

2	3	4	5	6	7	8	9	10	11	12	13
...
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
2	4	5	4	—	—	—	—	—	—	—	—
3	5	7	6	6	—	—	—	—	—	—	—
4	7	8	7	8	8	—	—	—	—	—	—
5	8	10	9	9	9	8	—	—	—	—	—
6	10	11	10	11	11	10	10	—	—	—	—
7	1 0	1 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	—
8	1 1	1 2	1 2	1 2	1 2	1 1	1 1	1 2	1 2	—	—
9	1 3	1 4	1 3	1 3	1 4	1 3	1 3	1 3	1 3	1 4	—
10	1 4	1 6	1 5	1 5	1 5	1 4	1 5	1 5	1 5	1 5	1 4

TABLE OF COMPARISONS

	B.T.C.	Extra fare paid for broken journey							Average increase
		nil	+ ½	+ 1	+ 1½	+ 2	+ 2½	+ 3	
Number of cases	W.K. 3	9	10	6	5	18	5	1	d. 1·3
	...	22	—	29	—	3	—	—	0·65

TABLE W.K. 5

COMPARISON OF RECEIPTS UNDER PRESENT FARES, B.T.C. PROPOSALS AND PROPOSALS IN TABLE W.K. 3

Miles	Present fare	Travellers (per B.T.C. 503 see notes)	Receipts	B.T.C. Proposed fare	Travellers (see notes below)	Receipts	W.K. 3 Proposed fare	Travellers (see notes below)	Receipts
Up to 1 mile ...	s. d.	d.	s. d.	d.	s. d.	d.	s. d.	d.	
1 ...	2	4,631	9,262	2	4,729	9,458	2	4,729	9,458
1½ ...	3	972	2,916	3½	923	3,230	3	1,021	3,063
2 ...	3	1,943	5,829	3½	1,894	6,629	4	1,796	7,282
2½ ...	5	276	1,380	5	276	1,380	4	276	1,104
3 ...	5	551	2,755	5	589	2,895	5	565	2,820
3½ ...	6	139	834	7	125	875	6	146	876
4 ...	6	279	1,674	7	271	1,897	7	258	1,806
4½ ...	8	58	464	8½	55	468	8	58	464
5 ...	8	117	936	8½	116	986	8	118	944
5½ ...	9	23	207	10	22	220	9	23	207
6 ...	9	47	423	10	46	460	10	46	460
6½ ...	11	5	55	1 0	5	60	11	5	55
7 ...	11	10	110	1 0	10	120	1 0	10	120
7½ ...	1 0	4	48	1 1	4	52	1 0	4	48
8 ...	1 0	9	108	1 1	9	117	1 1	9	117
8½ ...	1 2	—	—	1 3	—	—	1 2	—	—
9 ...	1 2	2	28	1 3	2	30	1 3	2	30
TOTAL ...	...		26,929			28,877			28,854

Notes.—The following assumptions have been made:

- (1) That at present, one-third of travellers go to the $\frac{1}{2}$ mile or below, and the rest to somewhere between the $\frac{1}{2}$ mile and 1 mile marks.
- (2) That for each fare which shows an increase, the following discounts should be allowed:
 - to save 1d., 0 per cent. will walk between $\frac{1}{2}$ mile and 1 mile
 - 2½ per cent. will walk up to $\frac{1}{2}$ mile
 - to save 1½d., 2½ per cent. will walk between $\frac{1}{2}$ mile and 1 mile
 - 5 per cent. will walk up to $\frac{1}{2}$ mile
 - to save 2d., 5 per cent. will walk between $\frac{1}{2}$ mile and 1 mile
 - 10 per cent. will walk up to $\frac{1}{2}$ mile

TABLE W.K. 6

SAVINGS TO BE EXPECTED BY REDUCTIONS IN TRAINS

- (1) Total number of trains each way on week-days 51
- (2) Number at off-peak hours (10 a.m. to 4 p.m. and 7 p.m. to 10 p.m.) 27
- (3) Reduction by having only 2 trains an hour in off-peak periods 9
- (4) Reduction in train miles: 9 out of 51 = 18 per cent.
- (5) Each 8 coach train runs 158 coach miles
- (6) Each train of 4 coaches London Bridge to Purley, with 4 coach shuttle service runs 105 coach miles.
- (7) Present services represent 6,731 coach miles daily.
- (8) Reductions proposed would mean 5,786 coach miles daily.
- (9) Saving is 945 miles out of 6,731 miles = 14 per cent.
- (10) On the assumption that trains between 7 and 9.45 a.m. and between 4.45 p.m. and 7.15 p.m. wear 5 times as quickly as other trains due to crowded conditions, saving of wear would be 4½ per cent.
- (11) Assuming that some reductions would be possible on Saturdays, but none on Sundays (when there are at present only 2 trains an hour), these savings would become approximately;
- (12) train miles 15 per cent.
- (13) coach miles 12 per cent.
- (14) wear 4 per cent.

STATEMENT BY HARROW TRADES COUNCIL IN SUPPORT OF ITS
OPPOSITION TO BRITISH TRANSPORT COMMISSION PASSENGER
CHARGES SCHEME, 1953

The Harrow Trades Council regrets that the time available was not enough to go into all aspects of the scheme and in consequence our objections are in general terms.

The Preliminary notice on road vehicles and the statement handed out to the Press indicated that the maximum increase for any single fare would not increase above one penny.

We attach five statements concerning journeys from Harrow & Wealdstone, Harrow-on-the-Hill, Rayners Lane, Stanmore and Edgware.

These statements show where it would be possible under the scheme to make increases in excess of the one penny maximum.

The possible increases in excess are based on rail miles supplied to us by London Transport Executive.

Return fares and season tickets can, in consequence, be affected.

Experience has shown that road journeys or combined road and rail journeys between two points produce charges which coincide with rail charges direct between the same points.

For the purposes of this objection, therefore, we have taken rail miles as the measuring rod by which we judge the Scheme as the other services will be on the same basis.

Harrow is a large area comprising 12,558 acres and at the 1950 census the population was given as 222,300.

A recent survey of insured persons showed approximately 17,925 women and 31,184 men making a total of 49,109 persons who can be expected to travel to their employments or professions. Most of these work outside Harrow.

In addition the school children will be affected and also the balance of the public in general.

Concerning the increase as a whole we are not convinced that London is being treated equitably in this matter.

Only early morning fares and seasons will be increased outside the London area and it would appear that because London is a compact unit entirely depending on transport the London area is being treated as the milch cow which will provide a flow of money indefinitely to meet all the demands of British Transport Commission.

We note from paragraph 5 of the Application that London Transport receipts will be sufficient to meet working expenses under present conditions. They are not able to meet charges for central purposes, liquidation of deficits and provision for reserves. Some relief in this direction would appear to be desirable. In ordinary commercial concerns dividends payable are related to the profit for the year in question.

In the case of the British Transport Commission, however, the interest charges are taken into account first and help to create a loss in the undertaking. We submit that if the undertaking pays its way other than the interest charges then the amount by which the proposed increases are due to interest charge payments are not a matter for individual passengers but are a liability of the public in general to be met for national funds.

(Signed) N. McKernan,
Secretary,

Harrow Trades Council,
438, Honeypot Lane,
Stanmore, Mddx.

TABLE 1
FARES COMPARISONS FROM HARROW AND WEALDSTONE STATION

From Harrow and Wealdstone to	Present single fare	Rail miles as per L.T.E.	Possible charges on mileage basis
Baker Street ...	1 7	11	1 9
Charing Cross ...	1 11	14	2 2
Elephant ...	2 1	15	2 4
Euston ...	1 9	12	1 11
Finsbury Park ...	2 1	15	2 4
Kilburn Park ...	1 4	9	1 6
Kings Cross ...	1 10	13	2 0½
Liverpool Street ...	2 1	15	2 4
London Bridge ...	2 1	16	2 5
Marylebone ...	1 7	11	1 9
Mile End ...	2 2	17	2 7
Moorgate ...	2 1	15	2 4
Oxford Circus ...	1 8	13	2 0½
Paddington ...	1 5	10	1 7½
Piccadilly ...	1 10	13	2 0½
Queens Park ...	1 2	8	1 4
Victoria ...	1 11	15	2 4
Waterloo ...	1 11	14	2 2

Journeys between Harrow and Wealdstone and Queens Park are calculated at 2d. per mile.

Journeys from Harrow and Wealdstone to stations beyond Queens Park are calculated as 2d. per mile as far as Queens Park (8 miles) and at the mileage rates shown on second schedule for the balance of the journey.

TABLE 2
FARES COMPARISONS FROM HARROW-ON-THE-HILL STATION

From Harrow-on-the-Hill to	Present single fare	Rail miles per L.T.E.	Possible charges on mileage basis
Aldegate ...	s. d.		s. d.
Amersham ...	1 6	14	1 10
	2 3	15	2 6
			(2d. per mile)
Aylesbury ...	4 3	29	4 10
			(2d. per mile)
Charing Cross ...	1 5	12	1 7
Elephant ...	1 6	14	1 10
Farringdon Street ...	1 6	13	1 9
Hammer Smith via Rayners Lane ...	1 3	12	1 7
Hammer Smith via Baker Street ...	1 6	14	1 10
Holborn ...	1 5	12	1 7
Ickenham ...	8	6	10
Liverpool Street ...	1 6	14	1 10
London Bridge ...	1 8	14	1 10
Mile End ...	1 8	16	2 1
Moorgate ...	1 6	13	1 9
Oxford Circus ...	1 3	11	1 6
Piccadilly ...	1 5	12	1 7
Pinner ...	4	3	6
			(2d. per mile)
Rickmansworth ...	1 2	8	1 4
			(2d. per mile)
Shepherds Bush ...	1 6	13	1 9
Victoria ...	1 6	13	1 9
Waterloo ...	1 5	13	1 9
Wendover ...	3 7	25	4 2
			(2d. per mile)

Mileage rates as per second schedule except where otherwise shown.

TABLE 3

FARES COMPARISONS FROM RAYNERS LANE STATION

From Rayners Lane to	Present single fare	Rail miles per L.T.E.	Possible charges on mileage basis
Acton Town	11	8	1 1
Alperton	6	5	8½
Boston Manor	1 0	10	1 4
Chiswick Park	11	8	1 1
Ealing Broadway	11	8	1 1
Ealing Common	9	7	1 0
Ealing North	9	6	10
Earls Court	1 3	12	1 7
Eastcote	2	2	3½
Hammersmith	1 0	10	1 4
Holborn	1 6	16	2 1
Hounslow East	1 3	12	1 7
Hounslow West	1 5	13	1 9
Ilckenham	5	4	7
South Kensington	1 5	13	1 9
Kings Cross	1 6	13	1 9
Liverpool Street	1 7	15	2 0
London Bridge	1 8	16	2 1
Mansion House	1 7	15	2 0
Marylebone	1 5	12	1 7
Mile End	1 10	18	2 4
Park Royal	8	6	10
Ruislip	3	3	5
Stamford Brook	1 0	9	1 3
Sudbury Hill	3	3	5
Sudbury Town	5	4	7
Turnham Green	11	9	1 3
Uxbridge	8	6	10
Victoria	1 5	14	1 10
Waterloo	1 6	14	1 10
Whitechapel	1 8	16	2 1

Above based on mileage rates in second schedule.

FARES COMPARISONS FROM EDGWARE STATION

From Edgware to	Present single fare	Rail miles per L.T.E.	Possible charges on mileage basis
Angel	1 0	11	1 6
Bank	1 2	13	1 9
Belsize Park	1 9	7	1 0
Borough	1 2	14	1 10
Camden Town	11	9	1 3
Charing Cross	1 2	11	1 6
Elephant	1 3	14	1 10
Euston	1 0	10	1 4
Hampstead	8	7	1 0
Hammersmith	1 5	15	2 0
Hendon Central	5	4	7
Holborn	1 2	11	1 6
Kings Cross	1 0	10	1 4
Leicester Square	1 2	11	1 6
Liverpool Street	1 3	12	1 7
London Bridge	1 2	13	1 9
Marylebone	1 2	11	1 6
Old Street	1 2	12	1 7
Oxford Circus	1 2	11	1 6
Paddington	1 3	12	1 7
Piccadilly	1 2	11	1 6
Tottenham Court Road	1 2	11	1 6
Victoria	1 3	13	1 9
Waterloo	1 3	12	1 7

Above based on mileage in second schedule.

STUDENTS' UNION, LONDON SCHOOL OF ECONOMICS

STATEMENT EXPLANATORY OF EXHIBITS NOS. 1-3

Representing the Students' Union of the London School of Economics, I have been asked to state our case in opposing the proposed British Transport Commission fare increases.

The National Union of Students, of which our Union is a full member, has long pressed the Ministry of Education and Local Authorities for educational awards to students which would enable them to be self-supporting throughout the year. Unfortunately, this policy has been of limited success as the increments over the last six years testify. (See Exhibit No. 1).

We have found it necessary therefore, concerned as we are to promote the immediate welfare of our students, to draw attention to their deteriorating position in the community. Food, paper and fares, amongst the most important of student costs, continue to take an increasing proportion of university awards, which latter are already inadequate if Ministry of Education recommendations provide the index. (See Exhibit No. 2).

This month a survey of student fares in relation to grants was carried out by the Students' Union of the London School of Economics. It gives some indication of the extent to which students will be affected by the proposed increases in fares. For example, if we accept the returned questionnaires as representative, the present weekly average expenditure on fares is 8s. 7d., the estimated future weekly expenditure on fares is 9s. 5d., an average increase of 10d. per week. Our figures indicate that at present expenditure of fares, on the average, accounts for 9·0 per cent. of the total award. The anticipated future percentage would be 9·7 per cent. Bearing these figures in mind, together with the substance of our previous observations on student conditions, we should like to ask for the acceptance of our amendments, granting concessional fares to all bona fide students.

The total number of students at the London School of Economics is approximately 3,210. All are automatically members of the Students' Union.

TABLE 4

FARES COMPARISONS FROM STANMORE STATION

From Stanmore to	Present single fare	Rail miles per L.T.E.	Possible charges on mileage basis
Aldgate	1 6	16	2 1
Baker Street	1 3	12	1 7
Charing Cross	1 5	14	1 10
Edgware Road	1 3	12	1 7
Elephant	1 6	15	2 0
Euston Square	1 5	13	1 9
Farringdon Street	1 5	14	1 10
Finchley Road	1 0	9	1 3
Hammersmith	1 8	16	2 1
Hampstead	1 8	16	2 1
Holborn	1 5	14	1 10
Kilburn	11	8	1 1
Kings Cross	1 3	13	1 9
Liverpool Street	1 6	15	2 0
London Bridge	1 7	16	2 1
Marylebone	1 3	12	1 7
Mile End	1 9	18	2 4
Moorgate	1 5	15	2 0
Oxford Circus	1 5	13	1 9
Paddington	1 5	13	1 9
Piccadilly	1 5	13	1 9
Shepherds Bush	1 7	15	2 0
Victoria	1 6	15	2 0
Waterloo	1 6	14	1 10
Willesden Green	11	8	1 1

Above based on mileage rates as per second schedule.

STUDENTS' UNION, LONDON SCHOOL OF
ECONOMICS: EXHIBITS Nos. 1-3

EXHIBIT No. 1

LEVEL OF MINISTRY OF EDUCATION AWARDS FOR FULL-TIME
STUDENTS RESIDENT IN LODGINGS IN THE LONDON AREA,
1946, 1949 AND 1952

	1946	1949	1952
	£	£	£
Full-time day students resident in lodgings (maximum award)	203	241	246

MAXIMUM RATES OF L.C.C. UNIVERSITY AWARDS FOR STUDENTS
RESIDENT IN HOSTELS OR APPROVED LODGINGS IN THE
YEARS 1946, 1949 AND 1952

	1946	1949	1952
Full-time day students resident in lodgings	210	228	246

EXHIBIT No. 2

The present minimum Ministry of Education recommended value of awards has not been accepted, in toto, i.e. for all categories of students, by any single local authority.

EXHIBIT No. 3

RESULTS OF A SURVEY OF THE RELATION OF FARES TO GRANTS,
CARRIED OUT BY THE STUDENTS' UNION OF THE LONDON
SCHOOL OF ECONOMICS

<i>Sample:</i> 1 in 5 students (i.e. <i>excluding</i> evening students, post-graduate and occasional students).	
Number of questionnaires sent out	248
Number of questionnaires returned	75
Percentage return...	30 per cent.
Since only 1 in 5 students were circulated the real percentage return	30 \div 5
Therefore, real percentage return	6 per cent.
	s. d.
(a) Present weekly average expenditure on fares	8 7
Estimated future weekly average expenditure on fares	9 5
Average increase in weekly average expenditure on fares	10
(b) Present percentage of grant spent on fares (average)	9 0
Estimated future percentage of grant spent on fares	9 7

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